

✓ cc: A. T. Hjort, Project Engr.
Jan, Wooster Engineering, Inc.

15 APR 1971

alt

[Signature]

STATE OF OREGON
Division of State Lands
20 Agriculture Building
Salem, Oregon 97310
Phone: 378-3805

DEC 16 1971
CONSTRUCTION COORDINATING DEPT.
REFERENCE No. 441-71-1

Expires: 3-31-72

MATERIAL REMOVAL PERMIT NO. 552

GEORGIA-PACIFIC CORPORATION (4)

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action.

/s/ William S. Cox

William S. Cox, Director

April 14, 1971

Date

Anniversary date: April 14

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 552

- (X) 1. This permit does not authorize the return of waste waters from any operation employed to wash or process materials removed under this permit.
- () 2. The river will not be diverted from its present channel.
- () 3. Following the removal of material, the stream in the removal area shall be returned (1) ___ to a single channel, or (2) ___ to its original channel.
- () 4. All potholes will be leveled or connected to the river upon completion of a season's work or when fish become trapped.
- () 5. Dikes shall be constructed in a fashion so as to prevent abnormal washing of stream banks.
- () 6. No dike construction, channel change or operation of equipment shall be done in the active flowing stream from _____
- () 7. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity from entering the stream.
- () 8. No equipment shall be operated in the active flowing stream except to construct and maintain berm.
- (X) 9. No material shall be removed from permit area between the period of September 1 to 30 and April 1 to May 30 except from behind previously constructed berms.
- () 10. _____
- () 11. _____

Please submit in duplicate

REMOVAL PERMIT APPLICATION

Name of Applicant GEORGIA-PACIFIC CORPORATION (4)
Corporate name or Individual (please print)
P. O. Box 311 - Portland, Oregon 97207 (503) 222-5561
Address Zip Telephone No.
A. T. Hjort A.T. Hjort Project Engineer, Swan, Wooster Engineering
Inc. acting for Georgia-Pacific Corporation
Signature of Applicant (Title)

Description of Operation

- a) Materials to be removed Silt
- b) Estimated quantity (cubic yards) 474,000
- c) Method of removal 24" dia. suction dredge
- d) Purpose of removal Berth for ocean vessel
- e) Disposition of materials Disposal area - See attached drawings
- f) Proposed period of removal June 1 to July 31
- g) Precautions to prevent damage to stream Ponding of water and material within diked area of sufficient size for silt to settle - See attached drawings.

Location

- a) Name of stream Willamette River
- b) Tributary of Columbia River
- c) Located in Section 34 Township 2N Range 1W
- d) Legal Description of Property See attached

RECEIVED
MAR 24 1971

DIVISION OF STATE LANDS

REMITTANCE \$ 50.00

- e) Map (Attach County Assessor's plat or equivalent showing location of proposed operation.)

Mail to: Division of State Lands, 20 Agriculture Building, Salem, Oregon 97310.

Refer questions to: Swan, Wooster Engineering, Inc.
1618 S. W. First Avenue
Portland, Oregon 97201
Telephone: 228-8672

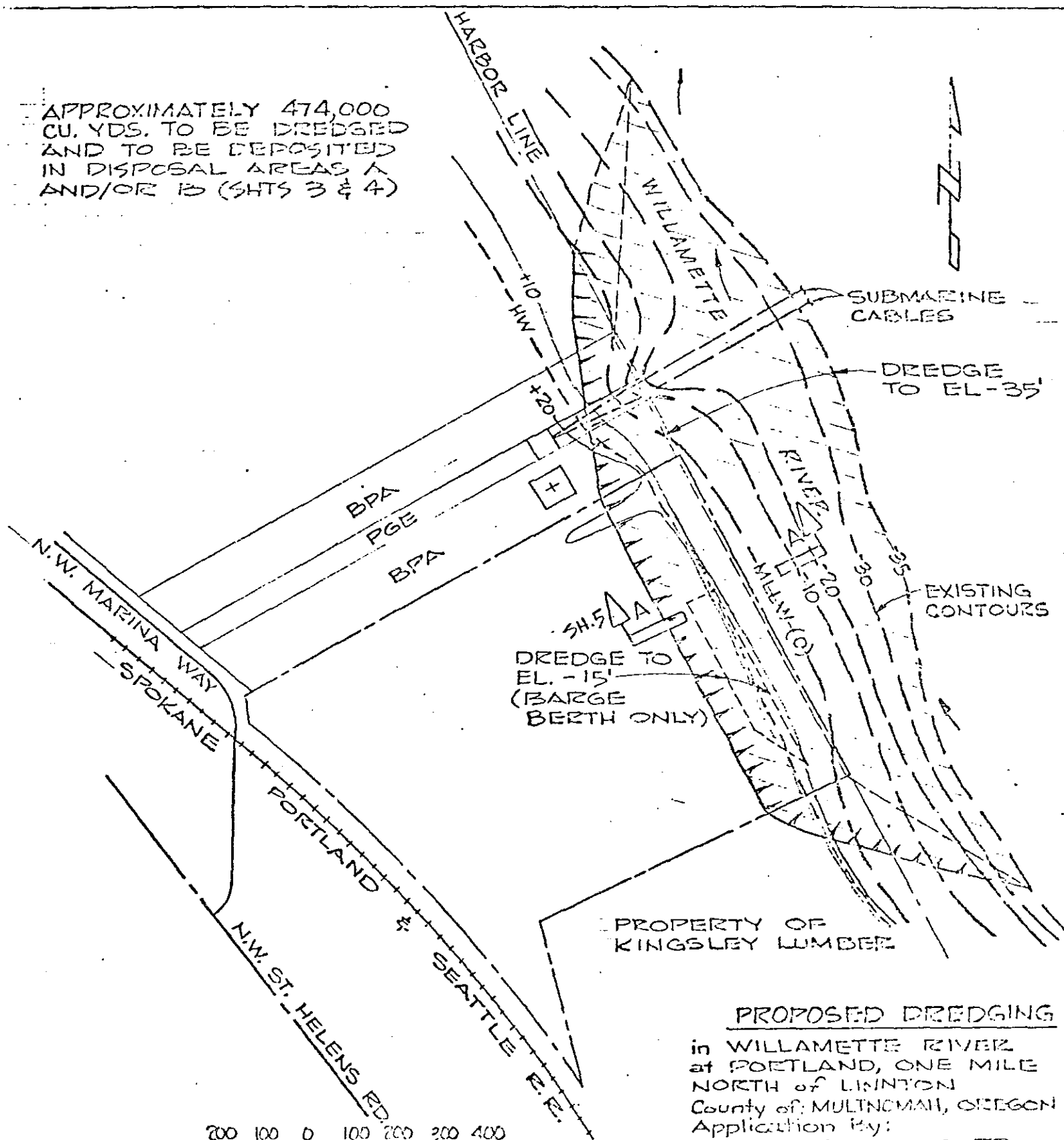
EXHIBIT A

A 20.01 acre tract of land in the Jacob L. Saunders Donation Land Claim in Section 34, Township 2 North, Range 1 West of the Willamette Meridian in Multnomah County, State of Oregon, more particularly described as follows:

Commencing at the intersection of the east boundary of the S. P. & S. Railroad Company right-of-way and the south line of said Section 34; thence along such railroad right-of-way North 27° 20' 35" West 853.93 feet; thence along a 1° spiral to the left 132.87 feet; thence along a 3873.79 foot radius curve to the left 273.16 feet to a 1-1/2 inch diameter steel pipe, such pipe to be the point of beginning of the tract to be described.

Running thence from such beginning point along the east boundary of the S. P. & S. Railroad Company right-of-way on a 3873.79 foot radius curve to the left 1020.54 feet; thence North 48° 08' 40" West 128.71 feet to the intersection of the aforementioned railroad right-of-way line with the easterly right-of-way line of the Oregon State Highway Department; thence along such highway right-of-way line North 2° 46' 45" East 13.50 feet; thence along a 149.3 foot radius curve to the left 51.93 feet to the intersection of such highway right-of-way line with the southern boundary of the Bonneville Power Administration right-of-way; thence along such Bonneville Power Administration boundary North 59° 21' 20" East 802.49 feet to a 3/4 inch diameter steel pipe; thence continuing North 59° 21' 20" east to the intersection with west harbor line of the Willamette River; thence along such harbor line South 26° 48' 59" East 850.0 feet; thence South 63° 11' 01" West 321.42 feet to a 3/4 inch diameter steel rod; thence continuing South 63° 11' 01" West 370.38 feet to a 3/4 inch diameter steel rod; thence continuing South 63° 11' 01" West 87.43 feet to a 1-1/2 inch diameter steel pipe; thence South 14° 04' 13" East 406.46 feet to the point of beginning.

APPROXIMATELY 474,000
CU. YDS. TO BE DREDGED
AND TO BE DEPOSITED
IN DISPOSAL AREAS A
AND/OR B (SHTS 3 & 4)



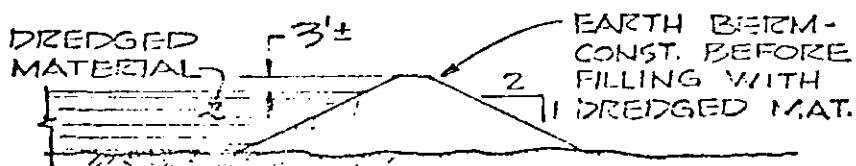
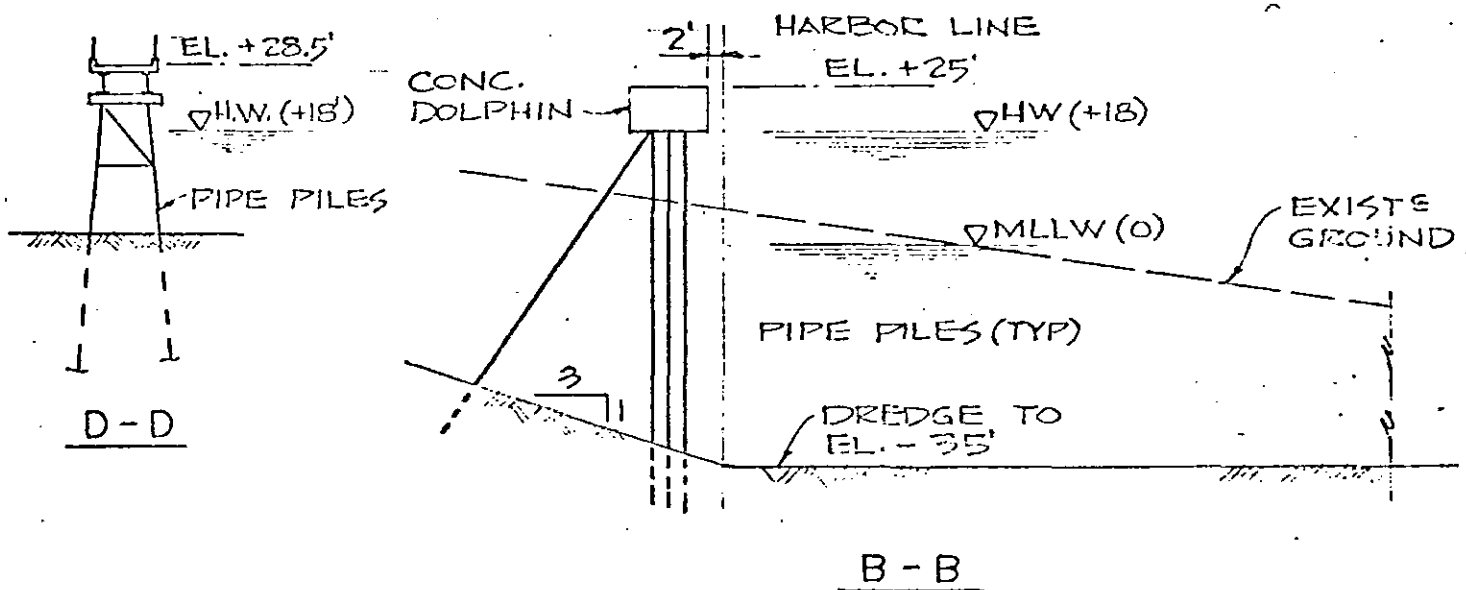
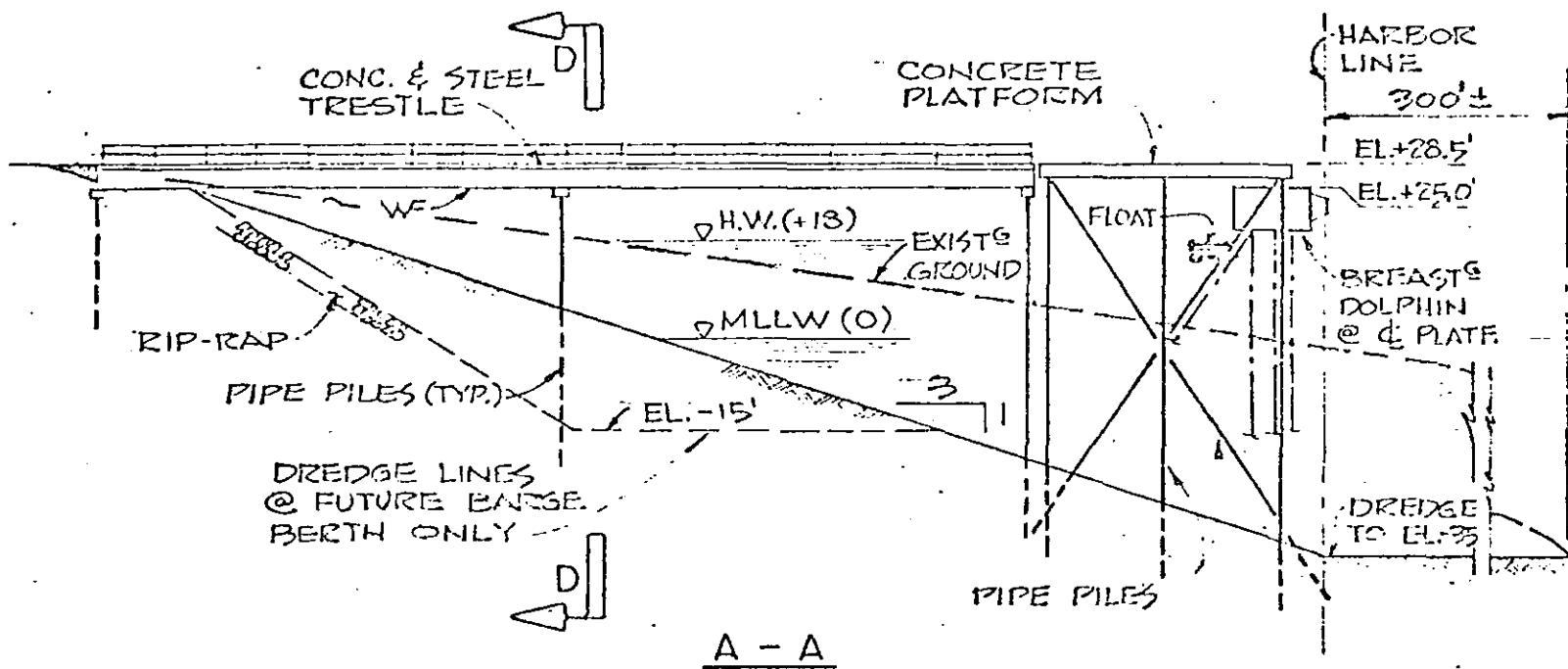
200 100 0 100 200 300 400

Scale in Feet

PLAN

PROPOSED DREDGING

in WILLAMETTE RIVER
at PORTLAND, ONE MILE
NORTH of LINTON
County of: MULTNOMAH, OREGON
Application By:
GEORGIA-PACIFIC CORP.
Date: MARCH 15, 1971
SHEET 2 OF 5

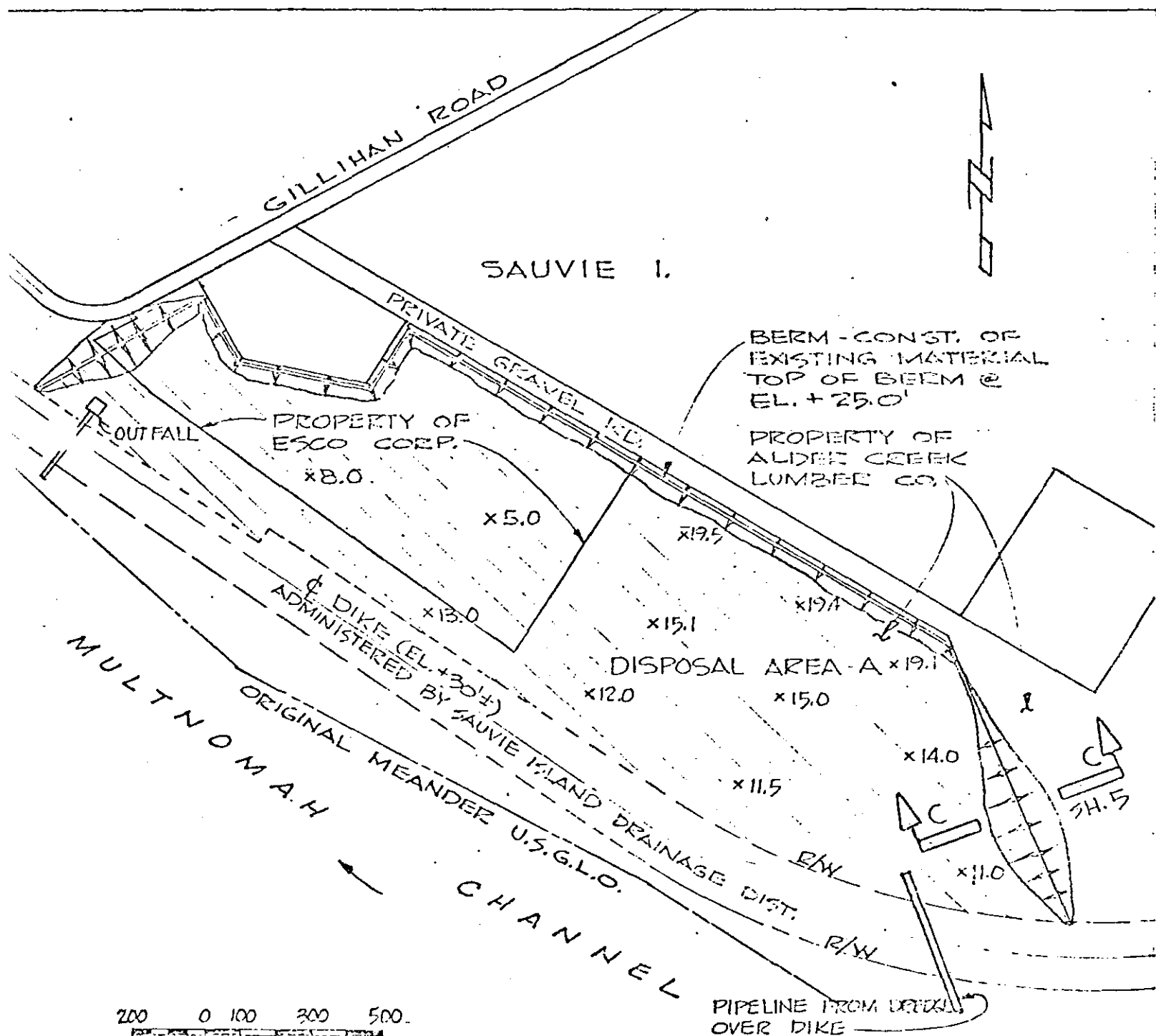


C - C
TYPICAL BERM

20 15 10 5 0 10 20 30 40 50
Scale in Feet

PROPOSED MARINE FACILITIES & DREDGING

in WILLAMETTE RIVER
at PORTLAND, ONE MILE
NORTH OF LINNTON
County of MULTNOMAH, OREGON
Application By:
GEORGIA-PACIFIC CORP.
Date: MARCH 15, 1971
SHEET 5 OF 5



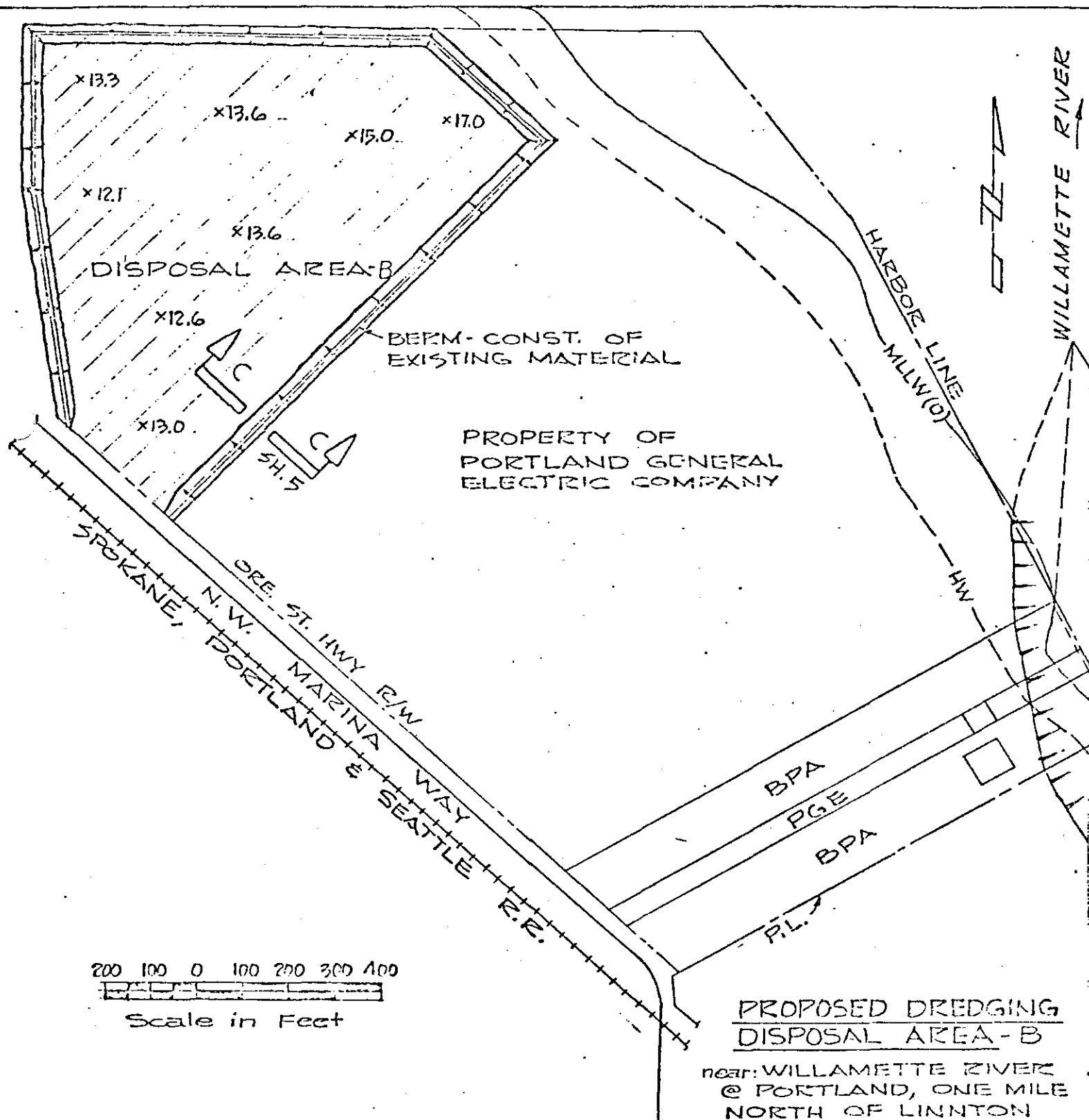
PROPOSED DREDGING DISPOSAL AREA-A

on SAUVIE ISLAND
near MULTNOMAH CHANNEL
County of MULTNOMAH, OREGON

Application by:
GEORGIA-PACIFIC CORP.

Date: MARCH 15, 1971

SHEET 3 OF 5



PROPOSED DREDGING DISPOSAL AREA-B

near: WILLAMETTE RIVER
@ PORTLAND, ONE MILE
NORTH OF LINNTON
County of: MULTNOMAH, OREGON
Application By:
GEORGIA-PACIFIC CORP.
Date: MARCH 15, 1971
SHEET 4 OF 5



GEORGIA-PACIFIC CORPORATION

900 S.W. 5TH AVENUE • PORTLAND, OREGON 97204

January 6, 1972

Portland District, Corps of Engineers
U. S. Department of the Army
P. O. Box 2946
Portland, Oregon 97208

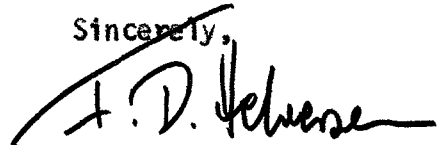
Attention Mr. John Payne

Gentlemen:

Georgia-Pacific Corporation hereby requests a modification of the Corporation's existing permit number NPPND-MI-P 1522-15 (Willamette River-Misc.)-64 to expand the dredging area further into the river. This extension will allow material of a higher quality to be deposited in disposal Area B than that from the original dredging area. The dredging contractor believes that the quality of the material will improve further from the bank. The amount of the material to be removed will be approximately 100,000 yards.

Enclosed are five prints of the proposed dredging plan, sheet 2 of 5, revised to show the expanded area.

Sincerely,


F. D. Helversen
Director of Engineering

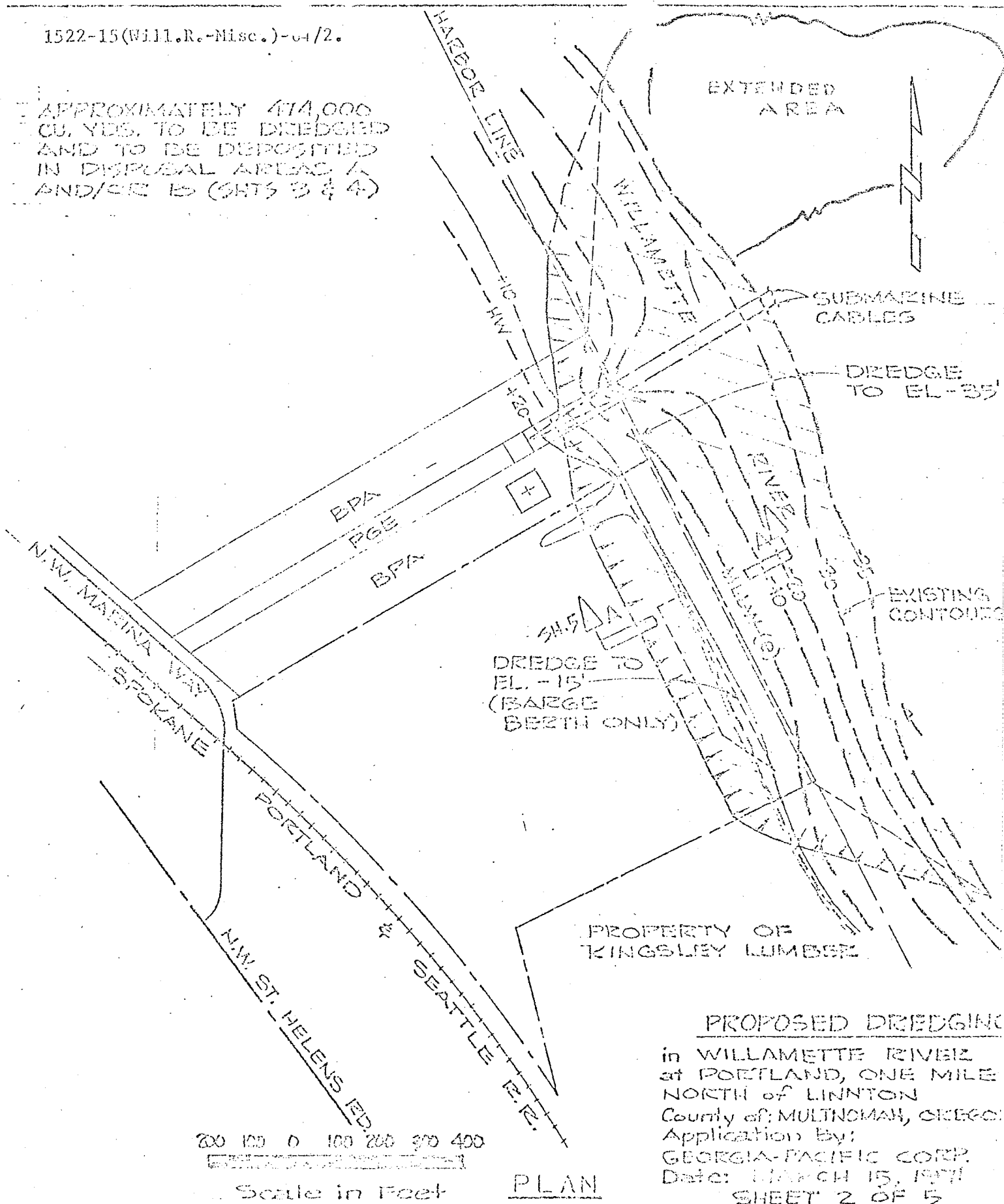
FDH:mab

Enclosure

cc: Mr. D. R. Miller, P.E.
Manager of System Engineering
Portland General Electric Company
621 S. W. Alder St.
Portland, Oregon 97205

C
O
P
Y

APPROXIMATELY 474,000
CU. YDS. TO BE DREDGED
AND TO BE DEPOSITED
IN DISPOSAL AREAS A
AND/OR B (SHTS 3 & 4)



PROPOSED DREDGING

in WILLAMETTE RIVER
at PORTLAND, ONE MILE
NORTH of LINNTON
County of: MULTNOMAH, OREGON
Application By:
GEORGIA-PACIFIC CORP.
Date: MARCH 15, 1971
SHEET 2 OF 5

PLAN



DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

CONSTRUCTION COORDINATING DEPT. 1972
FILE REFERENCE No. 441-71-1

JAN 18 1972

F.D.H.

NPPND-MI-P

RECEIVED

13 January 1972

JAN 18 1972

D. R. MILLER, Manager
SYSTEM ENGINEERING

CENTRAL ENGINEERING

JAN 1 1972

GEORGIA-PACIFIC

Georgia Pacific Corporation
ATTN: F. D. Helverson
Director of Engineering
900 SW 5th Avenue
Portland, Oregon 97204

Dear Mr. Helverson:

In accordance with your request of 6 January 1972 you are hereby authorized to dredge approximately 100,000 cubic yards of material from the area riverward of that granted in permit 1522-15 (Willamette R. - Misc.)-64 and as shown on the attached drawing. This drawing has been made a part of the permit document and numbered 1522-15 (Willamette R. - Misc.)-64/6.

All conditions of the original permit except for the expanded dredging area and additional depth of dredging to -45 feet a.l.w. in the added area remain in full force and effect.

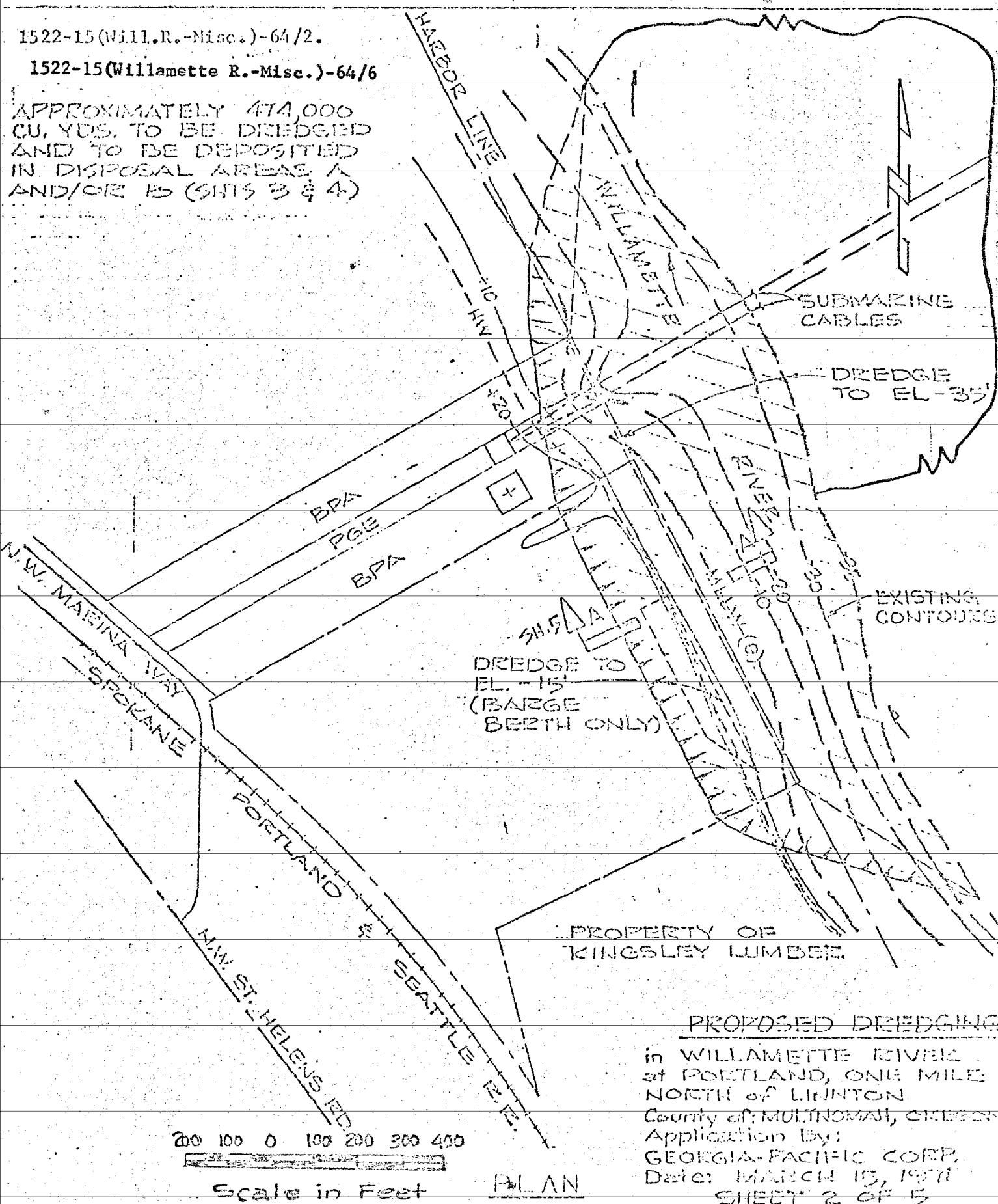
Sincerely yours,

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

1522-15(Will.R.-Misc.)-64/2.

1522-15(Willamette R.-Misc.)-64/6

APPROXIMATELY 474,000
CU. YDS. TO BE DREDGED
AND TO BE DEPOSITED
IN DISPOSAL AREAS A
AND/OR B (SITS 3 & 4)



COPY

Ebasco Services Incorporated

RECEIVED

MAY 14 1973

D. R. MILLER, Manager
SYSTEM ENGINEERING

May 9, 1973

Mr A T Hjort, Manager Marine Department
Swan-Wooster Engineering Inc
1618 S W First Avenue
Portland, Oregon

Dear Mr Hjort:

Re: PORTLAND GENERAL ELECTRIC COMPANY
PROPOSED FUEL OIL FACILITIES ON GEORGIA PACIFIC DOCK

This will confirm our telephone conversation of this date giving you our estimated loads for fuel oil handling facilities which are proposed to be added to the Georgia Pacific dock at Harborton.

- | | |
|--|---------------|
| 1. Mast, boom, flexible hoses (with oil) | 7 tons |
| 2. Moment for above | 97,000 ft lbs |
| 3. Two (2) Chiksan swivel heads | 250 lbs |

The above items 1 and 2 are based on a 30 ft boom and 50 ft hoses. The swivel heads would be mounted separately, branching out from a 16 inch line from shore. We have selected a 16 inch schedule 40 pipe because it is self-supporting on your access bridge bents, which are on 49 foot centers. The 16 inch line with oil weighs 151.8 lbs per foot.

One of the criteria of the design is to avoid interference with G-P operations. You will recall when our Ken Frazer visited your office on May 3, 1973, it was suggested you consider use of a cantilevered platform extending out from the south side of Georgia Pacific's operating deck.

Alternately, the proposed fuel unloading facilities might be located on a new platform opposite the first dolphin north of the operating platform.

No new piles are to be considered for any of this work.

The ultimate design would probably require drip pans and a holding tank for unloading operation drips, but the former would be very light and the latter could be centrally located where the load should not be a problem with respect to the piles.

COPY

COPY

Ebasco Services Incorporated

Mr Hjort

- 2 -

May 9, 1973

Please advise Don Miller of Portland General Electric Company (228-7181) of the feasibility of this work as soon as possible. He will advise you further; however, if you have any questions with regard to the proposed design, please contact us promptly.

Very truly yours,

W J Rom
Chief Electrical Engineer

By

J K Frazer

JKF/saa

cc: D R Miller ✓
R L Welsh
D R Landis
A B Chaddock
W J Rom/C H B Richardson
T D Coyne/F Emmer
O R Curtis
S E Lavery

COPY



ANCHORAGE
ATLANTA
CHICAGO
CINCINNATI
DENVER
HONOLULU
HOUSTON

LOS ANGELES
NEW YORK
PORTLAND
SALT LAKE CITY
SAN FRANCISCO
SEATTLE
WASHINGTON, D. C.

DAMES & MOORE

CONSULTING ENGINEERS IN THE APPLIED EARTH SCIENCES

CALGARY
GUAM
LONDON
MADRID
PERTH
VANCOUVER, B. C.

SEOUL
SINGAPORE
SYDNEY
TEHRAN
TORONTO

1220 S. W. MORRISON STREET · PORTLAND, OREGON 97205 · (503) 228-7689
TELEX: 3-6621

May 16, 1973

Swan Wooster Engineering, Inc.
1618 S. W. 1st Avenue
Portland, Oregon 97201

Attention: Mr. Tom Hjort

Gentlemen:

DATE	17 MAY 1973
TO	ACT. NOTE. CONC. DATE
ATH	
FILE	7352

Proposed P.G.E. Oil Unloading Facility
Existing Georgia-Pacific Corp. Pier
Linnton, Oregon

In response to your request, and that of Portland General Electric Company, we have reviewed the vertical capacity of existing Pile No. 8 at the subject facility. The general location of the pile in question is indicated on the attached sketch.

We understand that this pile (24 inch by 3/8 inch wall open-ended pipe) will be utilized to support additional equipment resulting in a dead and live load of 144 kips. The pile was driven to a tip elevation of about -84 for a design load of 120 kips in accordance with criteria presented on Plates 2 and 3 of our report for Georgia-Pacific Corporation dated April 5, 1971.

We have reviewed our analyses and available driving records for the pipe piling. On the basis of this review, we conclude that this piling can support the additional loading with a factor of safety of about two.

Yours very truly,

DAMES & MOORE

Irving E. Olsen *AJW*
Irving E. Olsen,
Partner

IEO:AJW:eaf

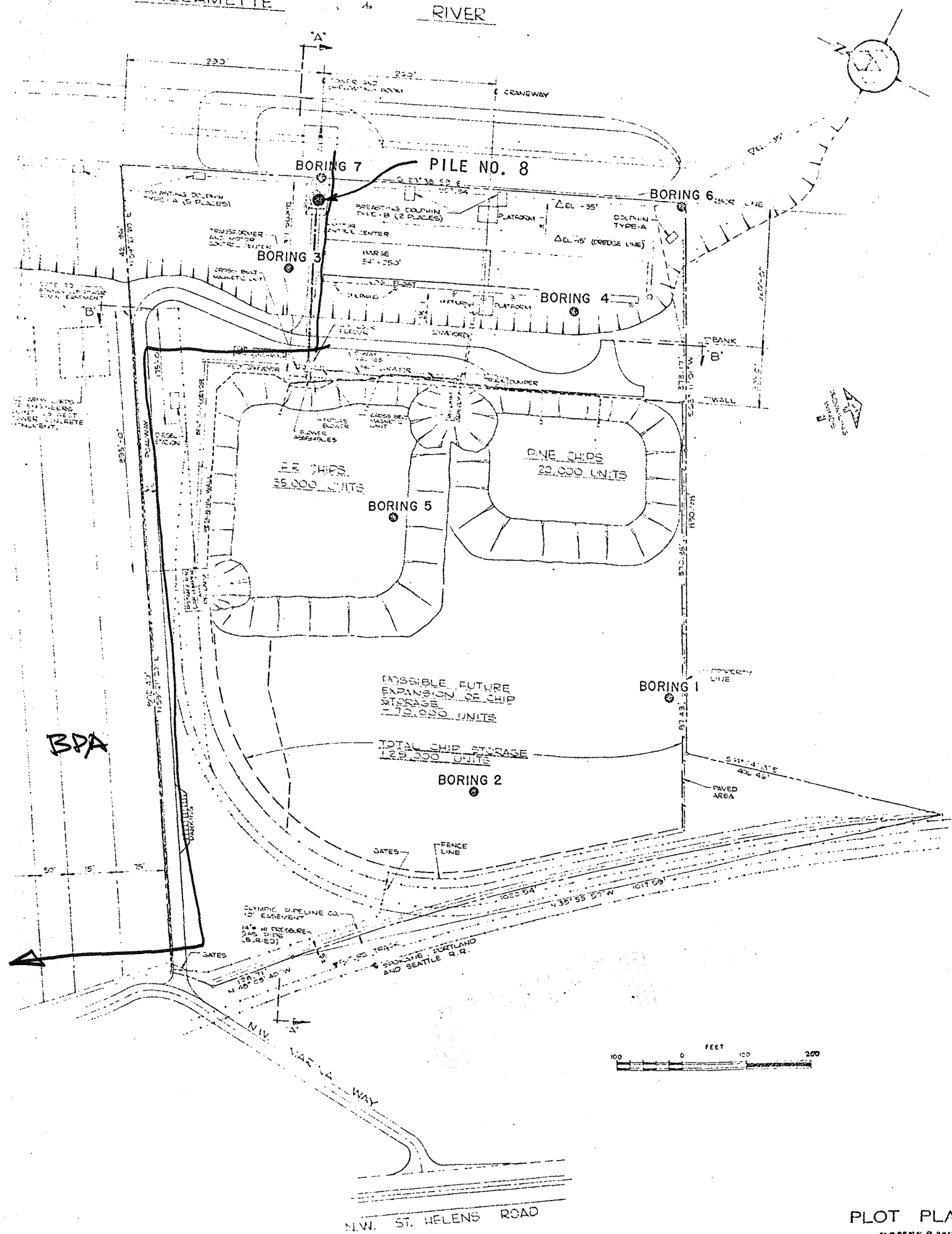
Attachment

(0646-030-04)

(X-ref. 4695-010-04)

WILLAMETTE

RIVER



PLOT PLAN

DAMES & MOORE

PLATE 1

**SWAN WOOSTER
ENGINEERING INC.**

1618 S. W. FIRST AVENUE, PORTLAND, OREGON 97201, AREA CODE 503, TELEPHONE 228-2672

21 May 1973

Portland General Electric
621 S. W. Alder
Portland, Oregon

Attention: Mr. Don Miller

Subjects: Supports For Oil Unloading Derrick
And Piping At Georgia Pacific's
Outloader Pier At Linnton, Oregon

RECEIVED

MAY 22 1973

**D. R. MILLER, Manager
SYSTEM ENGINEERING**

Results Of Feasibility Study

Gentlemen:

This letter presents the results of a feasibility study conducted by Swan, Wooster in accordance with our letter of proposal to Portland General Electric dated 9 May 1973. The purpose of the study was to determine whether or not oil unloading equipment and piping could be supported by the existing outloader pier at Linnton, Oregon.

We find that it is feasible to support an oil unloading derrick, piping, and a small platform from the outloader pier. Furthermore, it is feasible to support a 16 inch diameter oil pipeline on the bents of the trestle connecting the pier to the shoreline.

Our investigation included the preparation of a preliminary design for the proposed equipment and pipe supports. The conclusion stated above is based on the final support structures being of the same configuration, and supporting the same loads and moments, as those assumed for this study. (Refer to the enclosed sketch).

Load and layout information was furnished by Ebasco Services, Inc. and may be summarized as follows:

Vertical reaction of unloading derrick including weight
of the flexible hose and structural members: 7 tons

Overturning moment applied at the base of the derrick
when in operation: 97,000 ft. lbs.

Weight of other equipment: 250 lbs.

Forty-Ninth Year

OFFICES IN: VANCOUVER, B.C. - MONTREAL, QUEBEC - ST. CATHARINES, ONTARIO

Portland General Electric
21 May 1973
Page 2.

Location of the support point for the derrick: 2'-0" south of the south face of the outloader pier and 32'-6" west (inshore) of the harbor line. (Refer to enclosed sketch).

A small platform must be provided to provide access to derrick and related equipment.

Weight of 16 inch diameter, pipe full of oil: 151.8 lbs. per L.F.

The 16 inch diameter pipe is considered, by Ebasco, as being capable of spanning the 49'-0" c/c distance between trestle bents. This pipe would be placed atop the existing steel pile caps immediately over the upstream support piles in each bent (refer to enclosed sketch).

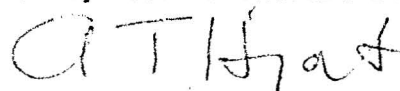
The supports for the derrick and equipment should be arranged so that vertical loads are applied directly to the steel pipe piles which support the outloader pier. Under this arrangement, the existing 24 inch diameter pile located at the southeast corner of the pier would resist a total dead plus live load from all sources of approximately 144 kips. The pile is structurally capable of carrying this load. Dames and Moore were the soils consultants for the outloader pier and other marine structures. They advise us that the pile in question can support the 144 kip applied load, as limited by soils considerations, with a factor of safety of 2. A copy of their letter is enclosed.

Total loading applied to all other piling is within acceptable values.

We appreciate this opportunity to be of service to you.

Very truly yours,

SWAN, WOOSTER ENGINEERING, INC.



A. T. Hjort, P. E.
Manager, Marine Department

ATH:hr

Enclosures: Sketches
Dames and Moore letter of 16 May 1973

DAMES & MOORE

CONSULTING ENGINEERS IN THE APPLIED EARTH SCIENCES

1220 S. W. MORRISON STREET • PORTLAND, OREGON 97205 • (503) 228-7689
TELEX: 3-6621

May 16, 1973

Swan Wooster Engineering, Inc.
1618 S. W. 1st Avenue
Portland, Oregon 97201

Attention: Mr. Tom Hjort

Gentlemen:

Proposed P.G.E. Oil Unloading Facility
Existing Georgia-Pacific Corp. Pier
Linnton, Oregon

17 MAY 1973	
ATH	
7352	

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Yours very truly,

DAMES & MOORE

Irving E. Olsen
Irving E. Olsen,
Partner

IE0:AJW:eaf

Attachment

(0646-030-04)

(X-ref. 4695-010-04)

WILLAMETTE

RIVER

BORING 7

PILE NO. 8

BORING 6

BORING 3

BORING 4

BORING 5

BORING 1

BORING 2

33 CHIPS
33,000 UNITS

ONE CHIP
33,000 UNITS

POSSIBLE FUTURE
EXPANSION OF CHIP
STORAGE
130,000 UNITS

TOTAL CHIP STORAGE
163,000 UNITS

GATES

FENCE LINE

PAVED AREA

ST. HELENE ROAD

PLOT PLAN
EXPARK 8 PROJECT

WILLAMETTE R.

HARBOR LINE

DOLPHIN

DERRICK BOOM
MOVES IN VERTICAL
PLANE ONLY

CATWALK

32'-6"

ELEV 28'-6" NOM

DERRICK

PLATFORM

NEW BRG'S
(E.A. SIDE)

24" PILE

A - A

1" = 10'

SUPPORT
PT. FOR
OIL DERRICK

NEW PLATFORM

144' MAX.
TOTAL LOAD
OUTRIG PILE

M

OUTLOADER
PIER

16" Ø OIL
LINE

NEW
DERRICK

HOSE

TRESTLE

40'-0"
TYP

NEW
PLATFORM

32'-6"

PRECAST CONC.

TRESTLE

NEW
PIER

WITH

B - B
1" = 10'

SWAN WOODSTER ENGINEERING
STUDY FOR PORT GEN. ELECTRIC
OIL UNLOADING @ G.P.'S
OUTLOADER PIER (UNION)

PLAN

1" = 20'



TELEPHONE CALL

By Don Miller *DM* of PGE
To Fred Helverson of Georgia Pacific
Date 8-9-73 Time 4 p.m.

COPIES TO:

J. L. Williams
A. J. Porter
R. L. Welch/Landis
D. F. Davidson
S. R. Christensen
B. E. Spencer
J. L. Chandler
W. A. Huddleston

Subject G-P Fuel Off-Load Facility

x ~~Reading~~ x ~~File~~ x

I called Fred to inform him that PGE plans to proceed with construction of the fuel off-load facility on their property and pier as quickly as possible. Fred authorized me to proceed and that:

1. We should obtain all permits for this construction.
2. We have his permission to contact Swan-Wooster directly concerning engineering and design matters.

Should we encounter difficulty regarding permits we should feel free to contact him for assistance.

To the best of my knowledge, no one has approached Georgia Pacific concerning a lease, use of facility agreement or whatever arrangement might be needed to ensure use of the pier property and/or facility. This would appear to be an operating matter and someone from Mr. Porter's department should reach an understanding and/or establish a contract with G-P as soon as possible.

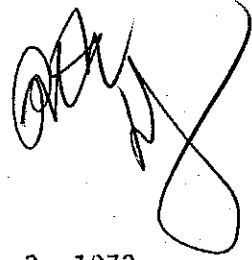
Closely related is the matter of scheduling fuel deliveries to PGE. Has anyone discussed this matter with G-P?

DRM:mm

COPY

OCT 5 '73
SYSTEM CONTRACT CONSTRUCTION BRANCH
FILE REFERENCE NO. 424.0 CP

Ebasco Services Incorporated



October 3, 1973

Mr. A. T. Hjort
Manager, Marine Dept.
Swan Wooster Engineering, Inc.
1618 SW First Avenue
Portland, Oregon 97201

Dear Mr. Hjort:

Re: Portland General Electric Co.
Fuel Oil Facilities - Georgia Pacific Dock

Portland General Electric Co. has advised us of your willingness to undertake the entire fuel off-loading facilities design starting at an interface in the 16 inch fuel oil line at the shore side of the access bridge and extending out to a new platform on which winch-operated booms and hoses would be located. By copy of this letter we request Mr. Eric Lavery of our Portland office to forward drawings of the run of piping we have designed to the Georgia Pacific access bridge and showing the exact interface.

Enclosed is one copy each of two sketches: the first showing the location of tanker discharge flanges at various tide conditions and the second showing a plan and profile of the facilities including the area to be covered by the hose connection. This conceptual representation was intended to be similar to the Mobil Oil facilities near Harborton which we visited. You may wish to do the same and, in so doing, ascertain who provided their winch-operated booms.

Please advise us if we can be of any further assistance to you.

Very truly yours,

C. H. B. Richardson
Project Engineer

CHBR/11
Enclosure

cc: Dr. Miller
R. L. Walsh
Dr. Landis
B. Spencer
R. M. Kraft
E. Lavery

COPY

EDASCO SERVICES INCORPORATED

BY FTE DATE 9-12-73

NEW YORK

SHEET 1 OF 1

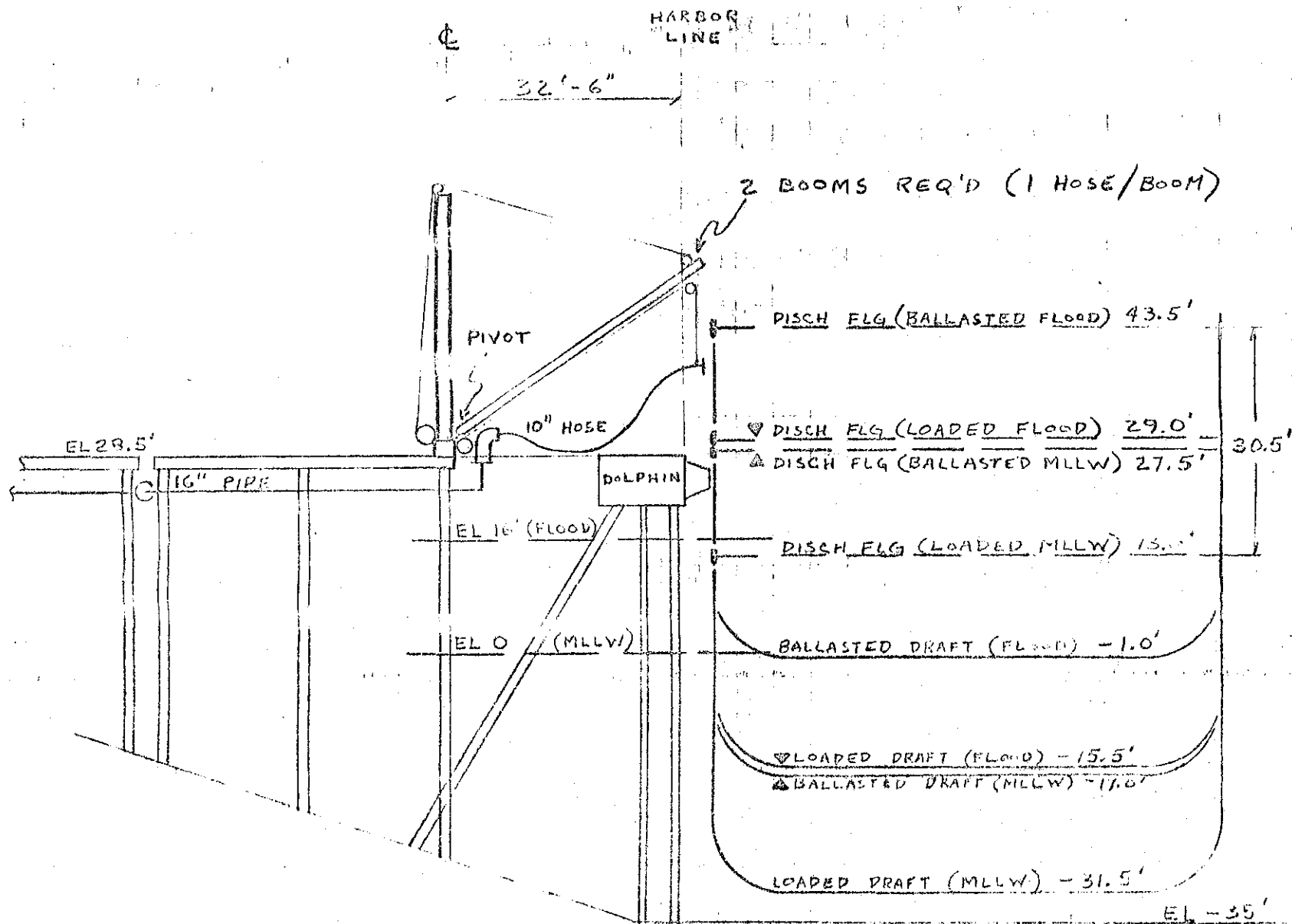
CHKD. BY DATE

OPS NO. 2438.271 DEPT. NO. 53

CLIENT PORTLAND GENERAL ELECTRIC

PROJECT HARBORTON - GEORGIA PACIFIC UNLOADING DOCK

SUBJECT UNLOADING BOOM - TANKER DISCH. ELEV.



EBASCO SERVICES INCORPORATED

BY EJE DATE 9-12-73

NEW YORK

SHEET 2 OF

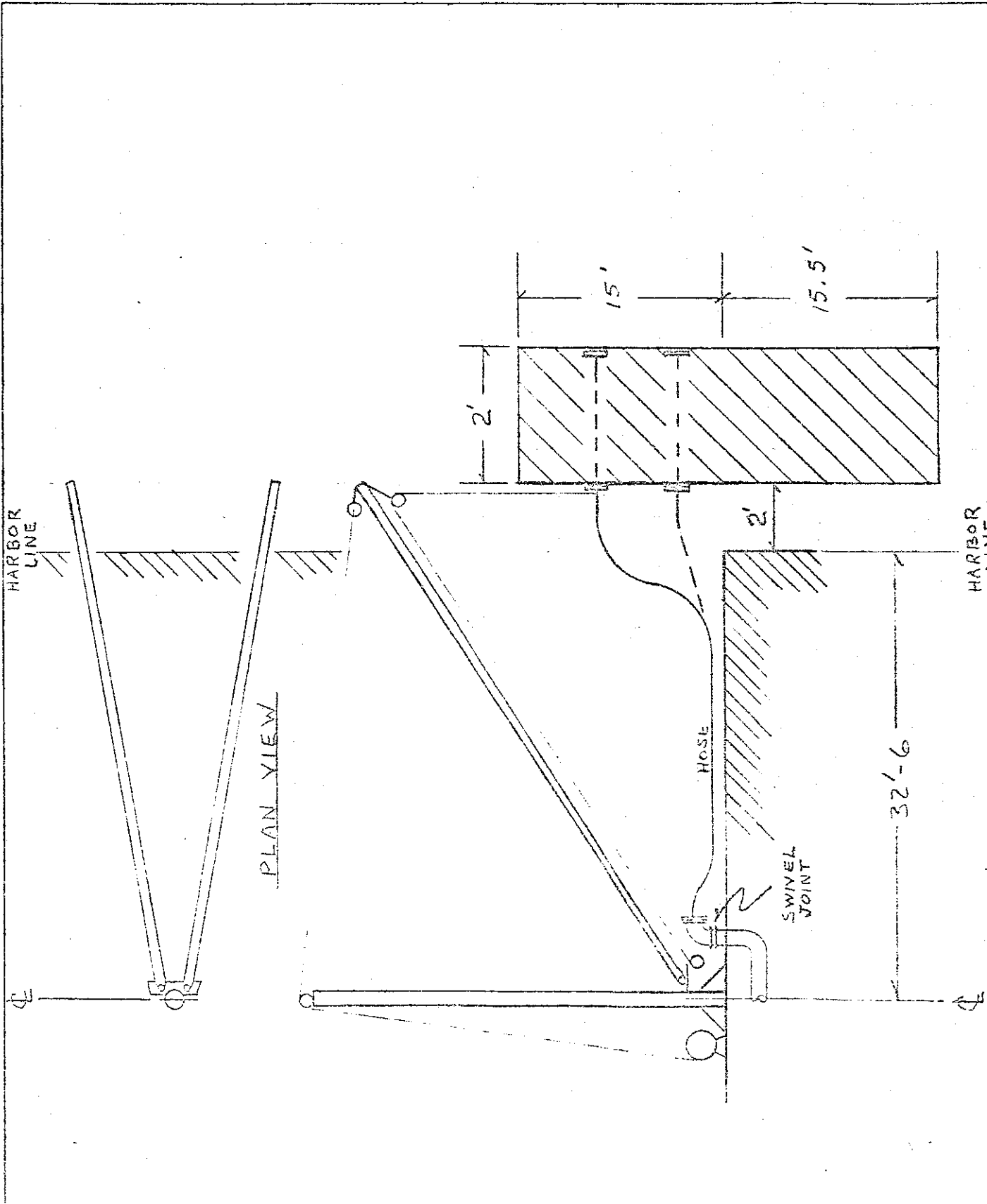
CHKD. BY DATE

OFS NO. 2437.271 DEPT. NO. 53

CLIENT PORTLAND GENERAL ELECTRIC

PROJECT HARBORTON - GEORGIA PACIFIC UNLOADING DOCK


SUBJECT UNLOADING ROOM - TANKER DISCH. FLG. LOCATIONS



INTER-OFFICE COMMUNICATION
PORTLAND GENERAL ELECTRIC COMPANY

Date October 8, 1973

To D. R. Miller

From D. F. Davidson 

Subject Harborton Turbines
 Corps of Engineers Permits

Roger Sharp has made an informal contact with the Corps of Engineers with regard to required permits at Harborton.

The Corps of Engineers does not require drawings or information showing the addition of fuel handling facilities at the Georgia Pacific Dock. This is considered a minor addition and is to be considered included under the existing Georgia Pacific permit. However, the Georgia Pacific permit expires December 31, 1973 which means this work must be complete by that date.

With regard to barge docking, neither the Corps of Engineers or the State of Oregon have, at present, jurisdiction over docking a barge at any commercial moorage. However, the Corps is at present working on a program where they expect to have jurisdiction over any barge or facility moored for a period of 90 days or more. They expect this program giving jurisdiction to be in effect in four or five months. The State of Oregon is also seeking jurisdiction over barges docked for 30 days or more. They hope the next legislator will affect this.

DFD/nh



1618 S. W. FIRST AVENUE, PORTLAND, OREGON 97201, AREA CODE 503, TELEPHONE 228-8672

9 October 1973

5-2-3

Portland General Electric
621 S.W. Alder
Portland, Oregon

Attention: Mr. Brad Spencer

Subject: Oil Unloading Facilities at
Georgia-Pacific's Outloader Pier
Linnton, Oregon

Revised Proposal for Engineering Services

Gentlemen:

We are pleased to present this revised proposal for engineering services necessary to the detail design of oil unloading facilities to be located on Georgia-Pacific's outloader pier. This revised proposal is being submitted at the request of Mr. Brad Spencer and is intended to replace our original letter of proposal dated 24 September 1973.

SCOPE

Swan, Wooster would design all fuel off-loading facilities to be located on the outloader pier and approach trestle beginning at the inshore end of the trestle. Included would be the following items:

- . Derrick structure including two booms.
- . Two 10 inch diameter hoses including fittings.
- . Winch
- . 16 inch diameter oil piping and fittings.
- . Access platform
- . Structural supports for equipment, piping and platform.

Design of equipment and piping would generally be in accordance with sketches, piping layouts and information furnished to us by Ebasco Services, Inc. Design of the structural supports and access platform would consist of fully developing the concepts set forth in our letter to you dated 21 May 1973. New steel framing would be cantilevered out from the upstream side of the outloader pier.

Continued

Forty-Ninth Year

OFFICES IN: VANCOUVER, B.C. • MONTREAL, QUEBEC • ST. CATHARINES, ONTARIO

Terry Bader

Portland General Electric
9 October 1973
Page 2

We would coordinate our work with Georgia-Pacific and obtain the necessary approvals from them. This, of course, pre-supposes that overall permission to utilize the pier for oil unloading has already been obtained from Georgia-Pacific Corporation by PGE.

We would also work closely with Ebasco Services in carrying out our assignment.

We would determine oil spillage control criteria; by conferring with the U. S. Coast Guard and other appropriate agencies. If necessary, we would include in our design drip pans, drainage lines, floating enclosures, etc., necessary to control spills.

We would prepare drawings and specifications, suitable for inclusion in a construction contract, covering the items described above. We are also available to assist PGE in obtaining a "Letter of Intent" from the Corps of Engineers for the marine work or, if necessary, in the preparation of a Corps' permit application.

TIME OF COMPLETION

We estimate that construction drawings and specifications for the work described above can be completed six calendar weeks after an engineering contract has been entered into between Portland General Electric and Swan, Wooster. This time limit assumes that oil spill control requirements can be determined at an early date and that any facilities needed are not complex.

It is not possible for us at this time to estimate the time required to obtain a "Letter of Intent" or a "permit" from the Corps of Engineers.

SWAN, WOOSTER FEE

We propose that services provided by Swan, Wooster be compensated for on the basis of hours actually worked plus incidental expenses. A copy of our standard hourly rates is enclosed (PFS #42). Expenses would include printing, postage, long distance telephone, etc., and would be billed at cost.

We estimate that our fee and expenses for all work except that associated with spill control facilities and Corps of Engineers approvals would not exceed \$8,000.

The cost of services provided in connection with the oil spill control facilities and Corps of Engineers' authorizations is difficult to estimate at this time. We believe we would be able to establish definite time and

Portland General Electric
9 October 1973
Page 3

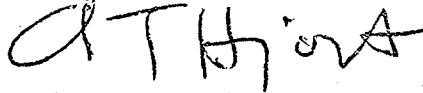
and cost estimates during the first weeks of the assignment; particularly after the first contacts with the agencies involved.

If this proposal is acceptable, please send us a purchase order covering the work to be undertaken.

We would be pleased to answer any questions which might arise. We appreciate the opportunity to submit this proposal.

Very truly yours,

SWAN, WOOSTER ENGINEERING, INC.



A. T. Hjort, P.E.
Manager, Marine Department



Thane E. Brown
President

ATH/so
Enc. - 1 PFS #42

PFS #42

BILLING RATES

Effective 1 January 1973

<u>Classification</u>	<u>Hourly Rate</u>
Executive Engineer	\$ 32.00
Senior Supervisor	27.50
Supervisor & Senior Specialist	22.00
Senior Design Engineer & Specialist.	19.80
Design Engineer	18.20
Intermediate Engineer & Senior Technician.	15.50
Junior Engineer	12.50
Senior Draftsman & Technician.	14.20
Intermediate Draftsman & Associate Technician.	11.40
Junior Draftsman	8.50
Stenographer & Clerk	8.40

Forty-Ninth Year

OFFICES IN: VANCOUVER, B.C. - MONTREAL, QUEBEC - ST. CATHARINES, ONTARIO

EBASCO SERVICES
INCORPORATED

UTILITY CONSULTANTS - ENGINEERS - CONSTRUCTORS

TWO RECTOR STREET
NEW YORK, N.Y. 10006

CABLE ADDRESS "EBASCOE"

October 12, 1973

Mr A T Hjort, Manager Marine Department
Swan-Wooster Engineering Inc
1618 S W First Avenue
Portland, Oregon

Dear Mr Hjort:

Re: PORTLAND GENERAL ELECTRIC COMPANY
PROPOSED FUEL OIL FACILITIES ON
GEORGIA PACIFIC DOCK

As requested by our Mr J K Frazer, we are sending you three copies of a sketch showing a suggested arrangement of valves and fittings for the tanker unloading hose connections.

Should you require further information, please feel free to contact us.

Very truly yours,

A J Rossi
Chief Mechanical Nuclear Engineer

By

T D Coyne

FJE:mmc
Enclosures

cc: D R Landis
B Spencer

EBASCO SERVICES INCORPORATED

BY FJE DATE 10-10-73

NEW YORK

SHEET 1 OF 1

CHKD. BY _____ DATE _____

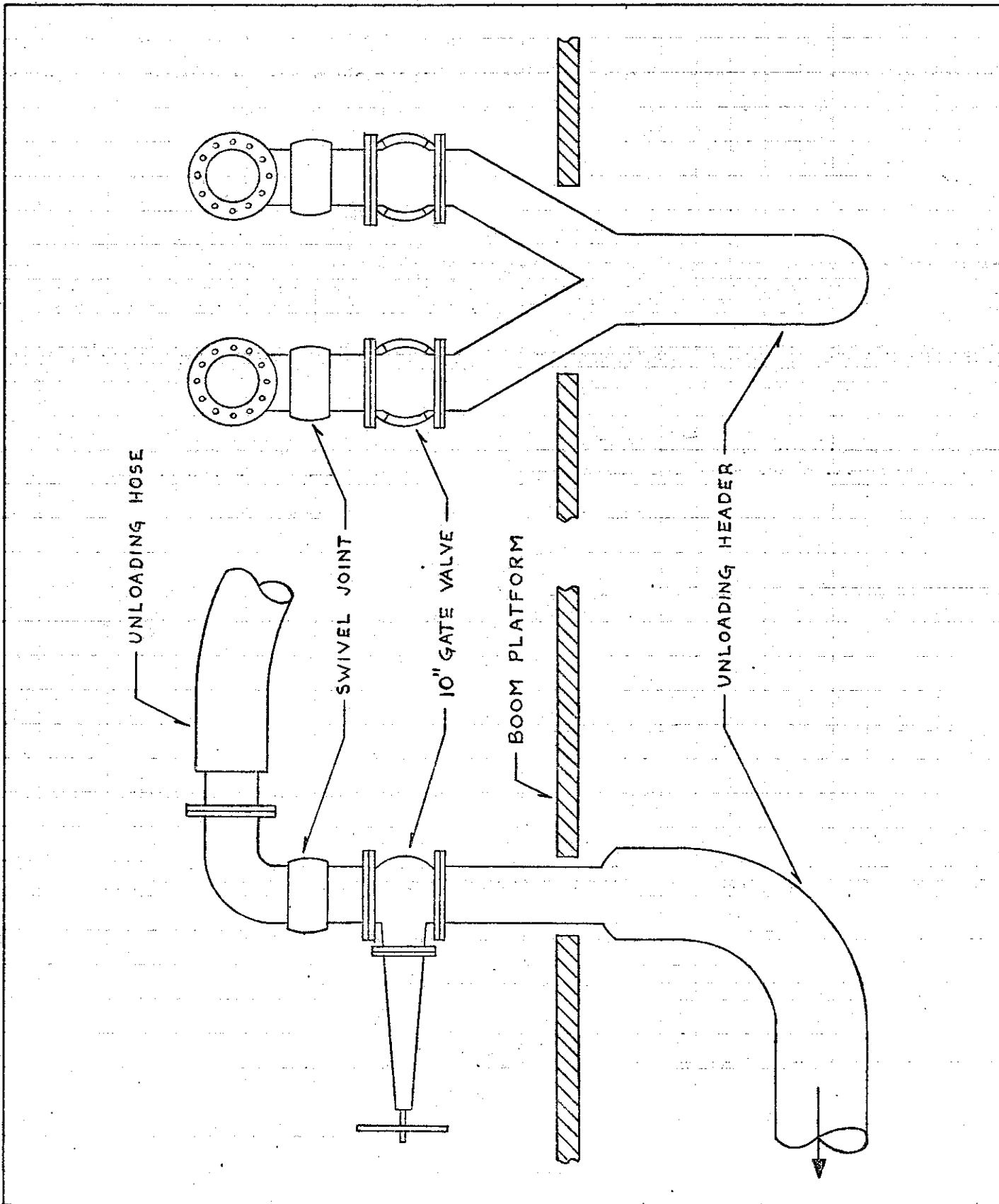
OFS NO. 2489

DEPT. NO. 53

CLIENT PORTLAND GENERAL ELECTRIC COMPANY

PROJECT HARBORTON (GEORGIA-PACIFIC DOCK)

SUBJECT TANKER UNLOADING HOSE CONNECTIONS



Landis

Contract No. 14-03-49630

SERVICE/TRANSMISSION LINE PERMIT

SYSTEM CONTRACT CONSTRUCTION BRANCH
FILE REFERENCE NO. 4240 GP

The UNITED STATES OF AMERICA, Department of the Interior, acting through the Bonneville Power Administrator (hereinafter called the "Licensor"), does hereby license, subject to existing rights, if any, of other parties, PORTLAND GENERAL ELECTRIC COMPANY

and assigns, (hereinafter called the "Licensee"), to construct, operate and maintain a buried 14" diameter pipeline ~~electric service/transmission line~~ across the Vancouver-Eugene Nos. 1 & 2; Rivergate-Keeler #1; & St. Johns-St. Helens #1 electric power transmission line rights of way of the Licensor at the location described as follows:

SJ-S-6 - Between structures SJ-OC-1 2/1 and 2/2, SJ-OC-2 2/1 and 2/2, Rivg-Keel 1-2-2 and 1-2-3, and StJ-StH 1-2-2 and 1-2-3 in the Jacob L. Sanders DLC No. 53, Section 34, Township 2 North, Range 1 West, W. M., Multnomah County, Oregon.

The pipeline shall be buried with a minimum cover of 4 ft., and said pipeline shall be marked with permanent type markers where it enters and leaves the Administration's right-of-way and at all angle points within the right-of-way.

in accordance with Drawing No. E 3559, dated 9-1-73, submitted with the request of the Licensee dated 9-20-73, so long as the Licensee's line shall not, in the opinion of the Licensor, interfere with the present or future use of said electric power transmission line rightS of way for the transmission of electric power or related purposes.

The Licensee agrees that it will, at its expense, de-energize and ground or remove its line in accordance with applicable State and local laws and regulations, and the provisions of the National Electrical Safety Code, when so requested by the Licensor for performing maintenance or construction work on the Licensor's transmission line; and the Licensee further agrees to reimburse the Licensor for any excess cost (including overtime payments to personnel) incurred by the Licensor by reason of the failure of the Licensee to accomplish said de-energization, grounding or removal of its line in the manner herein provided.

The Licensee, by acceptance of this license, agrees to (1) assume all risk of loss or damage to its facilities and to indemnify and save the Licensor harmless from any and all claims arising in any manner from the presence of Licensee's facilities upon the Licensor's right of way, or from the construction, operation, maintenance or removal thereof, excepting claims for damage to property or injury to persons directly resulting from the negligence of the Licensor's employees or contractors, and (2) agrees that any and all damage or injury to Licensor's property caused by or resulting from the construction, operation, use, maintenance, removal, and/or repair of the facilities of the Licensee may be repaired by the Licensor, and in such case the actual costs of such repair shall be charged against and paid by the Licensee; provided, however, that the Licensor, in lieu of its right to repair such property, may elect to require the Licensee itself, at no cost to the Licensor, to repair such damage or injury, under the supervision and to the satisfaction of the Licensor. Licensee shall notify the Licensor at least three working days in advance of the date when the construction work will commence at the crossing site.

No Member of, or Delegate to Congress, or Resident Commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise therefrom; but this provision shall not be construed to extend to such agreement if made with a corporation for its general benefit.

Issued at Portland, Oregon, this 10th day of October, 19 73.

The above permit is hereby accepted and its terms agreed to this 17 day of October, 19 73.

PORTLAND GENERAL ELECTRIC COMPANY

By [Signature]
Title PERMIT SECTION SUPERVISOR

UNITED STATES OF AMERICA
Department of the Interior
Bonneville Power Administration

By [Signature]
Head, Title Section
Branch of Land

[Signature]
G.P. Block



POW 545
17-2

HARBORTON-BETHEL
POWER PLANT PROJECT

FILE NO. 3-5
COPIES TO:

TELEPHONE CALL

By Don Miller of PGE
To Fred Helverson of Georgia Pacific
Date October 29, 1973 Time 8:30 a.m.

- J. L. Williams
- R. Welch/D. Landis
- B. E. Spencer
- S. R. Christensen
- J. L. Chandler
- Gen. Itschner
- D. F. Davidson
- A. J. Porter
- H. H. Phillips

Subject Corp. of Engineer Permit to Install Fuel Off-Load Facility
on G-P Pier

Reading File

This morning Fred Helverson, the Director of Engineering for G-P, gave me verbal approval to install our Fuel Off-Load Facility under the existing G-P Corp. of Engineer Construction Permit.

In the event that construction cannot be completed by the time this permit expires (December 31, 1973) Fred has agreed to file for a new construction permit based upon a statement of need, sketches etc. to be supplied by PGE Co.

DRM:bhe



COPIES TO:

H. H. Phillips
J. L. Williams
A. J. Porter
W. A. Huddleston
S. R. Christensen
B. E. Spencer

TELEPHONE CALL

By Don Miller *DM* of PGE
To Mike Frice of Georgia-Pacific
Date 11-2-73 Time 8:30 a.m.

Subject G-P Fuel Off-Load Facility

~~Reading File~~

I called Mike to obtain a clearer picture of the G-P Linnton pier operation. Mike offered the following information:

1. Present loading operation involves about 40 ships per year, each ship requiring about 50-to-60 hours to load.
2. Within about one year, this will rise to 60 ships per year and hopefully some reduction in the load time.
3. Rough bar conditions at the mouth of the Columbia and/or sea storms can cause jam-ups and since only one ship can be docked at the G-P pier at a time, G-P must pay for lay-time at up to \$3,000/day or demurrage at \$6,000/day.

Based upon a maximum of 60 ships per year and 60 hours to load plus 30% float time for delays, etc., G-P would be using the facility for approximately 4600 hours per year. Presuming that PGE Company could make use of the remaining time at maximum effectiveness and allowing 30% float time for delays, turnaround, docking and the like, PGE could possibly unload 15×10^6 barrels of fuel per year.

DRM:mm

T. Hjort

HARBORTON-BETHEL
POWER PLANT PROJECT

GEORGIA-PACIFIC CORPORATION

FILE NO _____

800 S. W. FIFTH AVENUE - PORTLAND, OREGON 97204

F. D. HELVERSEN
DIRECTOR OF ENGINEERING

November 26, 1973

RECEIVED

NOV 27 1973

3.5

D. R. MILLER, Manager
SYSTEM ENGINEERINGCol. Clarence Gilke
District Engineer
Corps of Engineers
Ninth District
Portland, Oregon

Dear Colonel Gilke:

The Portland General Electric Company has an immediate need to provide a ship-to-shore fuel off-load facility for their Harborton Generating Plant and the Georgia-Pacific Corporation wishes to cooperate in this matter by expanding its port facility at Linnton, Oregon (close to the Harborton plant) to include a petroleum off-load system.

As shown on the attached sketch, this system consists of a 16-inch self-supporting pipe extending from the shoreline to a platform adjacent to the harbor line with a simple boom and flexible hoses which will be connected to the ship at portside. No new construction in the waterway will be involved. Pipeline construction and fuel facility operations will be subject to and conform with all regulations and requirements including those established by the Coast Guard.

We wish to amend our Willamette River Miscellaneous Permit Number 64 for this Linnton facility to incorporate the above described off-load facility and would hope to complete construction under this permit by December 31, 1973. If not, we would have to apply for a new permit but it is my hope that this latter action will become unnecessary.

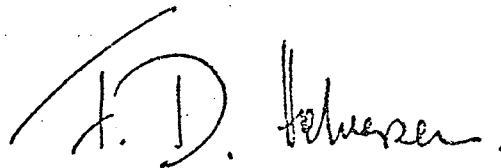
Any technical questions concerning this proposed facility

Col. Clarence Gilke
Page 2
November 26, 1973

should be directed to Mr. Tom Hjort of Swan-Wooster Engineering. His telephone number is 228-8672.

We would appreciate a favorable response from you concerning this proposed facility. Should additional action be required on our part, please so notify me at your earliest convenience.

Sincerely,

A handwritten signature in cursive script, appearing to read "A. D. Johnson".

FDH:ns

Enclosure

cc: Mr. F. Breuer - Georgia-Pacific Corporation, Portland
Mr. M. Fries - " " " " Linnton
Mr. D. Miller - Portland General Electric Corp., Portland ✓
Mr. W. Schlauch - Georgia-Pacific Corporation, Portland
Mr. J. Stronko - " " " "

SWAN, WOOSTER ENGINEERING, INC.

Consulting Engineers

PORTLAND GENERAL ELECTRIC COMPANY
OIL UNLOADING FACILITY AT G.P., LINNTON

File: 7352

Date: 18 December 1973

MINUTES OF MEETING NO. 1

Location: Portland General Electric Offices
Portland, Oregon

Date: 14 December 1973

Attendance: Cliff Stupfel - Rader Pneumatics
Dan Miller - Portland General Electric
Sam Christensen - Portland General Electric
✓ Brad Spencer - Portland General Electric
Eric Laverty - Ebasco Services
Tom Hjort - Swan, Wooster

1. The purpose of this meeting was to discuss increased loading of support piling for the outloader platform due to the following installations:
 - a. The oil unloading derrick and related facilities to be installed by PGE.
 - b. Upgrading of the outloader tower to be accomplished for Georgia-Pacific by Rader Pneumatics.
2. Oil unloading equipment will increase the load on the 24 inch diameter vertical pile located at the southeast corner of the outloader platform to approximately 145 kips. This loading is realized when the outloader tower (present configuration) is in an operational mode and the oil derrick is at rest. Other conditions impose substantially less load to the 24 inch pile and other foundation piling are not loaded to near their capacity.

The pile is structurally capable of resisting the 145 kip load within allowable stresses. The pile is also capable of resisting the load as limited by soil strengths with a factor of safety of 2.
3. Upgrading of the Outloader Tower will also impose additional loading on the pile in question. The total pile load would be in the range of 145 to 150 kips without any allowance for oil equipment.

Continued

PORTLAND GENERAL ELECTRIC COMPANY
OIL UNLOADING FACILITY AT G.P., LINNTON

MINUTES OF MEETING NO. 1

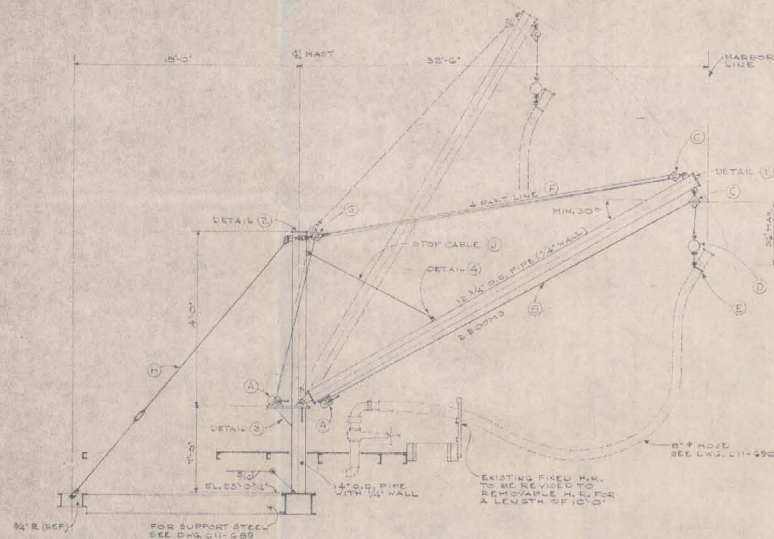
4. It is possible that the combined effect of both installing the oil equipment and upgrading the outloader tower could overload the 24 inch support pile.
 5. PGE would like to have the oil equipment installed and operational as soon as possible.
 6. With one or two additional piling, there is a relatively simple method of supporting the new oil equipment without imposing any additional load to the critical 24 inch pile.
 7. PGE would agree to the following solution to the problem:
 - a. All oil equipment and supports would be installed now as designed by Swan, Wooster.
 - b. Additional support piling in the vicinity of the derrick would be included with the construction contract being prepared by Rader. This work would be included in the Corps of Engineers' permit which must cover other work to be overseen by Rader.
 - c. After the Corps' permit is received for this work, such piling would be driven and the load from oil equipment transferred from the critical 24 inch pile to the new piles. PGE would pay for driving the piling for the oil equipment only and for necessary modification of support framing.
 - d. Additional loading due to upgrading of the outloader tower would then be safely carried by the critical pile.
- A tentative agreement in principal to this approach was given by Joe Stronko of GP before the meeting (F. D. Helversen was out of town).
8. A. T. Hjort is to prepare a written draft of an agreement between GP and PGE covering the solution described above. This will be done as soon as practicable.

Prepared by

A. T. Hjort

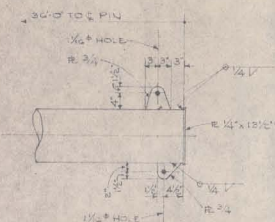
A. T. Hjort, P.E.
Manager, Marine Department

Distribution: To All Present
Mr. F. D. Helversen (GP)

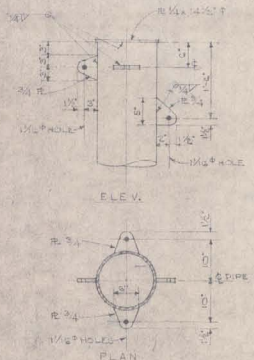


ELEV. OF OIL SUPPLY DERRICK
1/4" = 1'-0"

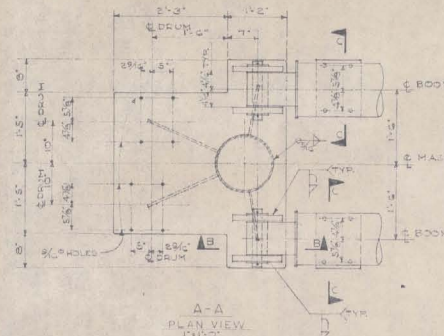
RIGGING LIST		
ITEM	QUAN.	DESCRIPTION
A	4	STON BEERS WINCH MODEL L-1 (2" W/ EQUAL)
B	8	1/2" 11.25 WIRE ROPE (2" ST) SW SHACKLE & SOKET
C	2	SKOOKUM HOISTING BLOCK 2" 11.25 (11.25) FRONT CHAIN (1" 11.25) SW SHACKLE & SOKET (2" 11.25) SW SHACKLE & SOKET (2" 11.25) SW
D	2	30" HEAD SHE BALL SHOCKUM 30" (2" 11.25)
E	2	1/2" 11.25 (2" ST) WIRE ROPE LOOP 60" THIN (2" 11.25)
F	2	1/2" 11.25 (2" ST) WIRE ROPE 60" THIN (2" 11.25) SW SHACKLE & SOKET
G	4	SKOOKUM HOISTING BLOCK 2" 11.25 (11.25) FRONT CHAIN (1" 11.25) SW SHACKLE & SOKET (2" 11.25) SW SHACKLE & SOKET (2" 11.25) SW
H	1	1/2" 11.25 (2" ST) WIRE ROPE 60" THIN (2" 11.25) SW SHACKLE & SOKET
J	2	1/2" 11.25 (2" ST) WIRE ROPE 60" THIN (2" 11.25) SW SHACKLE & SOKET



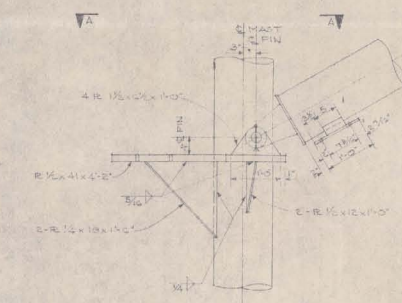
DETAIL (1)
BOOM TIP
1" = 1'-0"



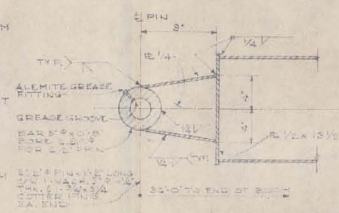
DETAIL (2)
PLAN
1" = 1'-0"



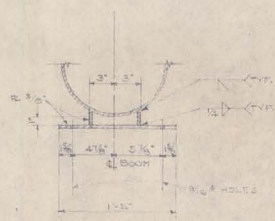
A-A
PLAN VIEW
1" = 1'-0"



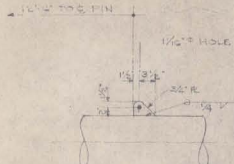
DETAIL (3)
1" = 1'-0"



B-B
2" = 1'-0"



C-C
2" = 1'-0"



DETAIL (4)
1" = 1'-0"

- NOTES:
- 1) ALL STRUCTURAL STEEL TO CONFORM TO AISC SPECIFICATION A 36.
 - 2) ALL PIPE SHALL CONFORM TO ASTM A 53 GRADE B OR APPROVED EQUAL.
 - 3) ALL WELDING SHALL BE PERFORMED BY CERTIFIED WELDERS, I.T.C. ELECTRODES.
 - 4) ALL DIMENSIONS FOR WINCHES SHALL BE VERIFIED BY MANUFACTURERS CERTIFIED DRAWINGS.
 - 5) ALL MEMBERS EXCEPT MOVING CONTACT SURFACES SHALL BE PAINTED IN ACCORDANCE WITH PROJECT SPECIFICATIONS.



REVISIONS	
NO.	DESCRIPTION
1	PORTLAND GENERAL ELECTRIC CO.
2	HARBOR TON SUBSTATION
3	873-200MM GAS TURBINE INSTALLATION
4	OIL SUPPLY DERRICK
APPROVALS	
DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE
C11305	

SWAN WOOSTER
ENGINEERING, INC.
CONSULTING ENGINEERS PORTLAND, ORE.

INTER-OFFICE COMMUNICATION
PORTLAND GENERAL ELECTRIC COMPANY

Date December 18, 1973

To R. L. Welch

From D. R. Miller

Subject Authorization to Proceed with Fuel Off-Load Facility at G-P

Enclosed for your file is a copy of the authorization agreement which allows PGE Company to proceed with construction of the fuel off-load on G-P property. Those connected with this construction program should recognize that this agreement does not circumvent the necessary Corps of Engineers' approval for installation of facilities beyond the land-line.

Mr. Helversen, Director of Engineering for G-P, has applied for modification of the G-P permit to incorporate the pier-mounted pipe and boom unit and he will notify me as soon as this permit change is cleared by the Corps.

Note that this agreement expires in 90 days or whenever a permanent Terminalling Agreement is executed by PGE and G-P.

DRM:mm
Enclos.

c: J. L. Williams
H. H. Phillips
W. A. Huddleston
B. E. Spencer
H. L. Clark
F. D. Helversen

MEMORANDUM

PHILLIPS, COUGHLIN, BUELL, STOLOFF & BLACK
ATTORNEYS AT LAW

RECEIVED

DEC 11

D. R. MILLER
SYSTEM

To: Mr. D. R. Miller

From: Charles E. McGinnis

Date: December 11, 1973

Re: Georgia Pacific-PGE Use of Facility Agreement for
GP Fuel Off-Loading System

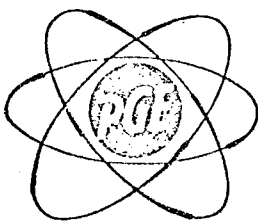
I am forwarding to you an undated letter on PGE letter-head addressed to Georgia Pacific transmitting our draft "Terminalling Agreement" and requesting authorization for PGE's contractor to proceed with the work while we work out a final agreement.


CEM

wt

Encl.

cc: Mr. H. H. Phillips
Mr. W. A. Huddleston



PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

Georgia Pacific Corporation
900 S.W. 5th Avenue
Portland, Oregon 97204

Re: Installation of fuel transfer equipment
at GP's Harborton Terminal

Gentlemen:

Enclosed for your review is a draft of a 10 year Terminalling Agreement relating to the installation and operation of fuel transfer facilities at your Harborton Terminal.

Because of the need to complete construction we request your authorization for PGE's contractor to install, on your Harborton Terminal, a fuel off-load facility consisting of an immovable boom and flexible hose arrangement similar to a Chiksan unit and a fixed fuel piping system in accordance with the attached drawings and specification pending execution of an agreement similar to the enclosed Terminalling Agreement. PGE will, through its Architect-Engineer (EBASCO), assume responsibility for fabrication and installation of all equipment specified at no cost to Georgia Pacific and further agrees that such work will be done in such a manner to minimize any inconvenience to your normal operations.

This authorization shall be effective on your approval of this letter and shall be effective for 90 days or until execution of the Terminalling Agreement, whichever is first. In the event we cannot agree within said 90 days on a definitive agreement then PGE will, at your option, remove all equipment and restore your facilities to their original condition. In consideration of this authorization PGE will pay \$500.00, a check for which is enclosed.

Please indicate acceptance of this letter agreement and executing the enclosed copy and returning it to the undersigned. We will be pleased to meet with your representatives

Georgia Pacific
Page Two

to work out a final Terminalling Agreement.

Thank you for your cooperation.

Very truly yours,

Portland General Electric Company

By: J. L. McLean

VICE PRESIDENT

Acceptance of the above letter agreement and authorization to PGE to install the specified equipment is hereby acknowledged.

Georgia Pacific Corporation

By: Robert H. Hume

Date Dec 12, 1973



DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-MI-P

20 December 1973

Georgia Pacific Corporation
ATTN: F. D. Helversen
900 S. W. 5th Avenue
Portland, Oregon 97204

DEC 20 1973
F.D.H.

RE: 1522-15(Willamette R.-Misc.)-64

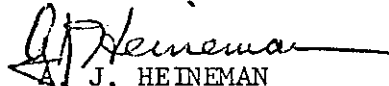
Gentlemen:

In accordance with your letter of 26 November 1973, we have modified the above referenced permit to include a 16 inch petroleum products offloading pipeline as shown on the attached drawings.

All conditions of the original permit remain in full force and effect. It should be noted that condition (a) of the original document is intended to cover legally constituted regulations of Federal, state and local agencies which may be imposed on the intended work. In the case of the addition to the permit of a petroleum products pipeline, certain regulations of the United States Coast Guard involving potential oil spills will come into play.

Sincerely,

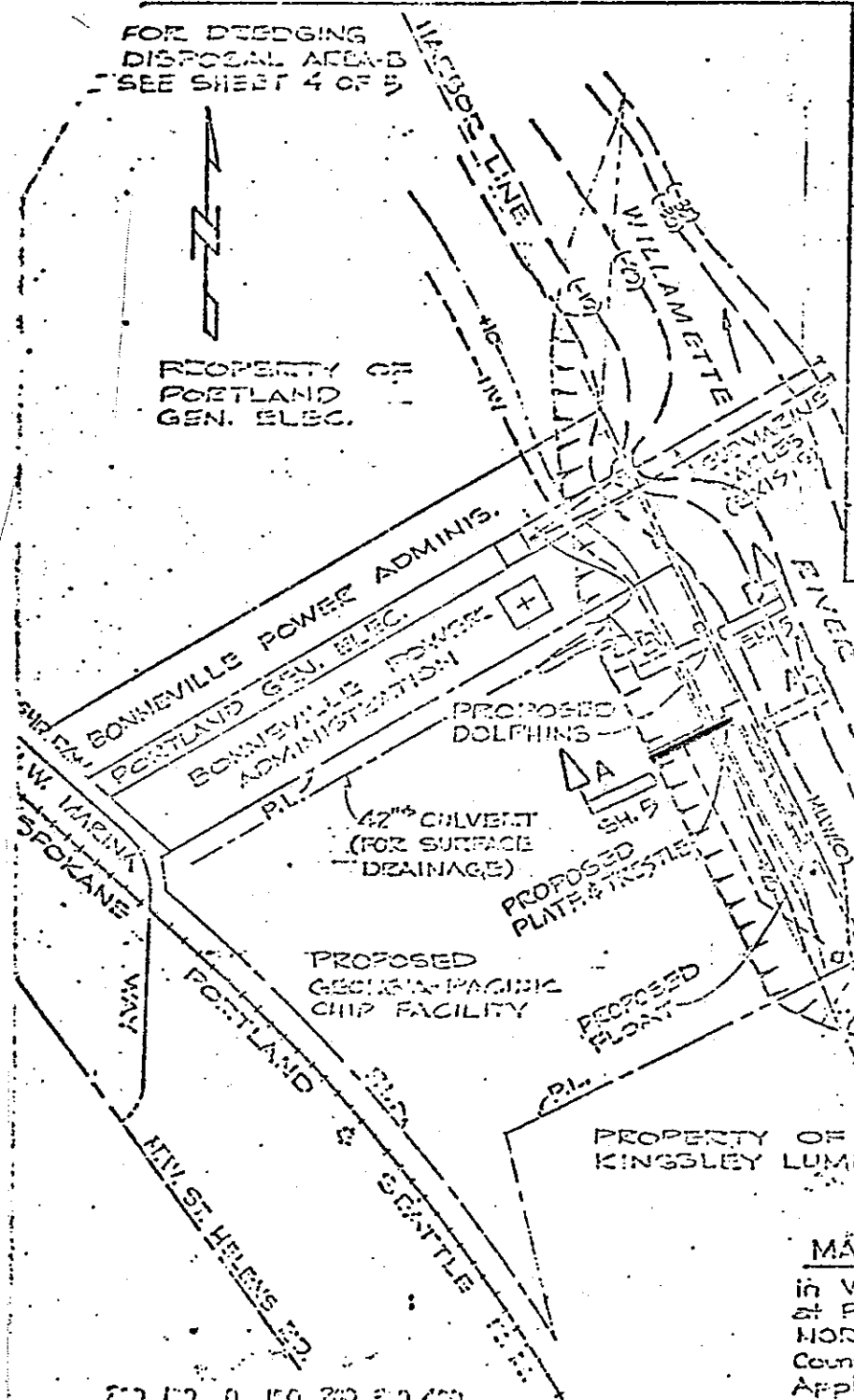
Incl.
as stated


A. J. HEINEMAN
Chief, Navigation Division

(Will.R.-Misc.)-64/1.

FOR DREDGING
DISPOSAL AREA-B
SEE SHEET 4 OF 5

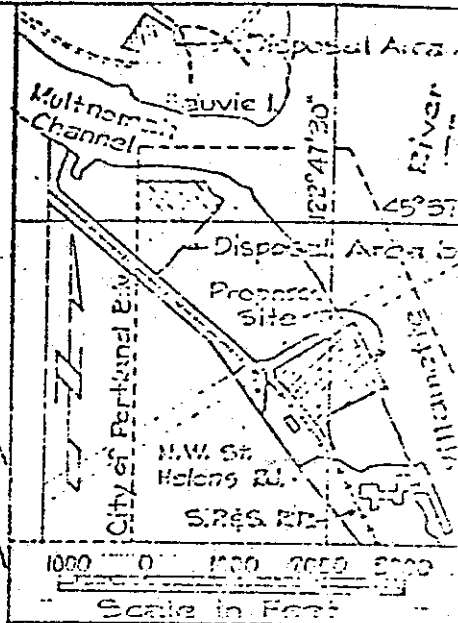
PROPERTY OF
PORTLAND
GEN. ELCC.



0 100 200 300 400

Scale in Feet

PLAN



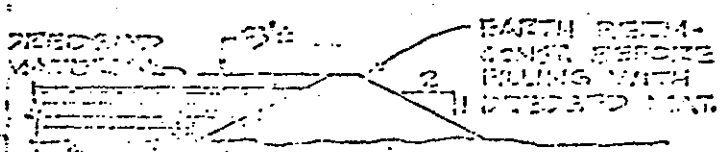
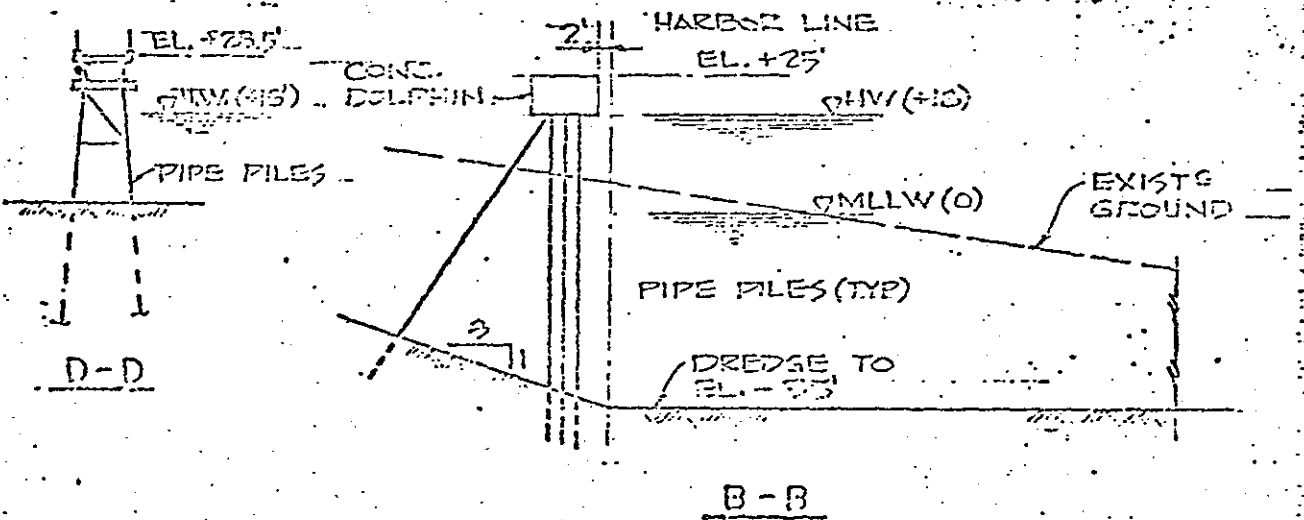
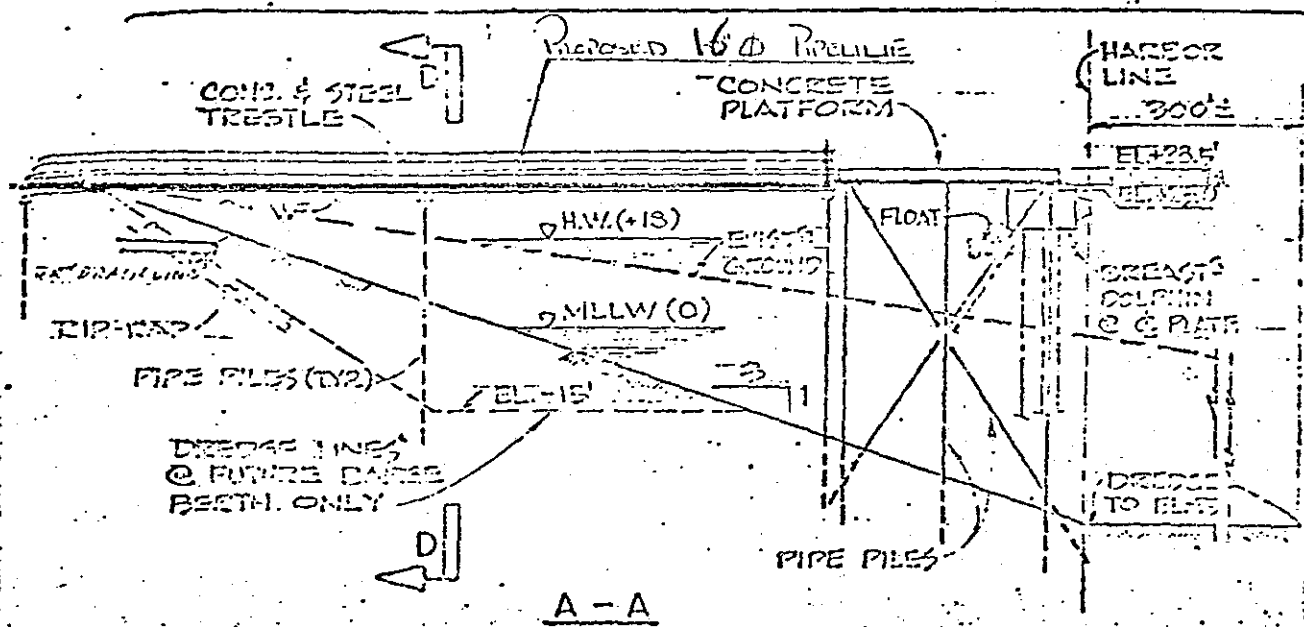
VICINITY MAP

Traced From Geological
Survey Map-Linton, Ore.
SE 1/4 Willamette 15 and 1
(N4950-W12245/75)
Proposed PIPELINE
16' 4"

FOR DREDGING
SEE SHEET-2

**PROPOSED
MARINE FACILITIES**
in WILLAMETTE RIVER
at PORTLAND, ONE MILE
NORTH of LINTON
County of MULTNOMAH, OREGON
Application by
GEORGIA-PACIFIC CORP.
DATE: MARCH 15, 1971
SHEET 1 OF 5

All.R.-Misc.)-64/5.



C - C
TYPICAL BATH BEAM

201060 D. D. 11/15/50

George H. Ford

**PROPOSED
MARINE FACILITIES
& DREDGING**

in WILLAMETTE RIVER
at PORTLAND, ONE MILE
NORTH OF UNION
County of CLATSOP, OREGON
Proposed by
GEORGIA-PACIFIC CORP.
Date: March 15, 1951
Sheet 3 of 5

T. Hjort

GEORGIA-PACIFIC CORPORATION

800 S. W. FIFTH AVENUE - PORTLAND, OREGON 97204

F. D. HELVERSEN
DIRECTOR OF ENGINEERING

November 26, 1973

RECEIVED

NOV 27 1973

D. R. MILLER, Manager
SYSTEM ENGINEERING

Col. Clarence Gilke
District Engineer
Corps of Engineers
Ninth District
Portland, Oregon

Dear Colonel Gilke:

The Portland General Electric Company has an immediate need to provide a ship-to-shore fuel off-load facility for their Harborton Generating Plant and the Georgia-Pacific Corporation wishes to cooperate in this matter by expanding its port facility at Linnton, Oregon (close to the Harborton plant) to include a petroleum off-load system.

As shown on the attached sketch, this system consists of a 16-inch self-supporting pipe extending from the shoreline to a platform adjacent to the harbor line with a simple boom and flexible hoses which will be connected to the ship at portside. No new construction in the waterway will be involved. Pipeline construction and fuel facility operations will be subject to and conform with all regulations and requirements including those established by the Coast Guard.

We wish to amend our Willamette River Miscellaneous Permit Number 64 for this Linnton facility to incorporate the above described off-load facility and would hope to complete construction under this permit by December 31, 1973. If not, we would have to apply for a new permit but it is my hope that this latter action will become unnecessary.

Any technical questions concerning this proposed facility

Col. Clarence Gilke

November 26, 1973

should be directed to Mr. Tom Hjort of Swan-Wooster Engineering. His telephone number is 228-8672.

We would appreciate a favorable response from you concerning this proposed facility. Should additional action be required on our part, please so notify me at your earliest convenience.

Sincerely,

F. D. Johnson

FDH: ns

Enclosure

cc: Mr. F. Breuer - Georgia-Pacific Corporation, Portland
Mr. M. Fries - " " " " , Linnton
Mr. D. Miller - Portland General Electric Corp., Portland
Mr. W. Schlauch - Georgia-Pacific Corporation, Portland
Mr. J. Stronko - " " " " "

PERMIT

Referring to written request dated 15 March 1971, _____
upon the recommendation of the Chief of Engineers, and under the
provisions of Section 10 of the Act of Congress approved March 3,
1899 (33 U.S.C. § 403), entitled "An act making appropriations for
the construction, repair, and preservation of certain public works on
rivers and harbors, and for other purposes," you are hereby authorized
by the Secretary of the Army _____

to dredge and construct a wood chip shipping facility consisting of
two mooring and four breast dolphins, a centrally-located platform
supporting a wood chip outloading tower and a trestle connecting the
platform to the shore. To construct three dolphins and a float for
barge moorage inshore of the main moorage and a 42-inch storm drain.
To dredge to -35 feet a.l.w. in the ship berthing area, and to -15
feet in the barge berthing area with a hydraulic dredge, _____

in Willamette River at river mile 3.3, _____

at Portland, Oregon, _____

in accordance with the plans and drawings attached hereto marked: _____

"1522-15(Willamette R.-Misc.)-64/1," "-64/2," "-64/3," "-64/4,"
and "-64/5," _____

subject to the following conditions: _____

EN-PL-8

Hyde

Harsh

Brocksch

Rayne

Schren

365/aa

(a) That this instrument does not convey any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State or local laws or regulations, nor does it obviate the necessity of obtaining State or local assent required by law for the structure or work authorized.

(b) That the structure or work authorized herein shall be in accordance with the plans and drawings attached hereto and construction shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the District in which the work is to be performed.

(c) That the District Engineer may at any time make such inspections as he may deem necessary to assure that the construction or work is performed in accordance with the conditions of this permit and all expenses thereof shall be borne by the permittee.

(d) That the permittee shall comply promptly with any lawful regulations, conditions, or instructions affecting the structure or work authorized herein if and when issued by the Environmental Protective Agency, and/or the State water pollution control agency having jurisdiction to abate or prevent water pollution, including thermal or radiation pollution. Such regulations, conditions or instructions in effect or hereafter prescribed by the Environmental Protective Agency and/or the State Agency are hereby made a condition of this permit.

(e) That the permittee will maintain the work authorized herein in good condition in accordance with the approved plans.

(f) That this permit may, prior to the completion of the structure or work authorized herein, be suspended by authority of the Secretary of the Army if it is determined that suspension is in the public interest. *

(g) That this permit may at any time be modified by authority of the Secretary of the Army if it is determined that, under existing circumstances, modification is in the public interest. * The permittee, upon receipt of a notice of modification, shall comply therewith as directed by the Secretary of the Army or his authorized representative.

(h) That this permit may be revoked by authority of the Secretary of the Army if the permittee fails to comply with any of its provisions or if the Secretary determines that, under the existing circumstances, such action is required in the public interest. *

(i) That any modification, suspension or revocation of this permit shall not be the basis for a claim for damages against the United States.

(j) That the United States shall in no way be liable for any damage to any structure or work authorized herein which may be caused by or result from future operations undertaken by the Government in the public interest.

(k) That no attempt shall be made by the permittee to forbid the full and free use by the public of all navigable waters at or adjacent to the structure or work authorized by this permit.

(l) That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard, shall be installed and maintained by and at the expense of the permittee.

(m) That the permittee shall notify the District Engineer at what time the construction or work will be commenced, as far in advance or the time of commencement as the District Engineer may specify, and of its completion.

(n) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1973, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

(o) That the legal requirements of all Federal agencies be met.

(p) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require action by the Congress or other agencies of the Federal Government.

(q) That all the provisions of this permit shall be binding on any assignee or successor in the interest of the permittee.

(r) That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Registrar of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

(s) That the permittee agree to make every reasonable effort to prosecute the construction or work authorized herein in a manner so as to minimize any adverse impact of the construction or work on fish, wildlife and natural environmental values.

(t) That the permittee agrees that they/he will prosecute the construction of work authorized herein in a manner so as to minimize any degradation of water quality.

*A judgment as to whether or not suspension, modification or revocation is in the public interest involves a consideration of the impact that any such action or the absence of any such action may have on factors affecting the public interest. Such factors include, but are not limited to, navigation, fish and wildlife, water quality, economics, conservation, aesthetics, recreation, water supply, flood damage prevention, eco systems, and, in general, the needs and welfare of the people.

By Authority of the Secretary of the Army:

Date

7 June 1971

PAUL D. TRIEM
Colonel, Corps of Engineers
District Engineer

By

D. L. HARSBERGER

Acting Chief, Navigation Division

Permittee hereby accepts the terms and conditions of this permit:

Georgia-Pacific Corporation
900 S. W. 5th Avenue
Portland, Oregon 97204

Date

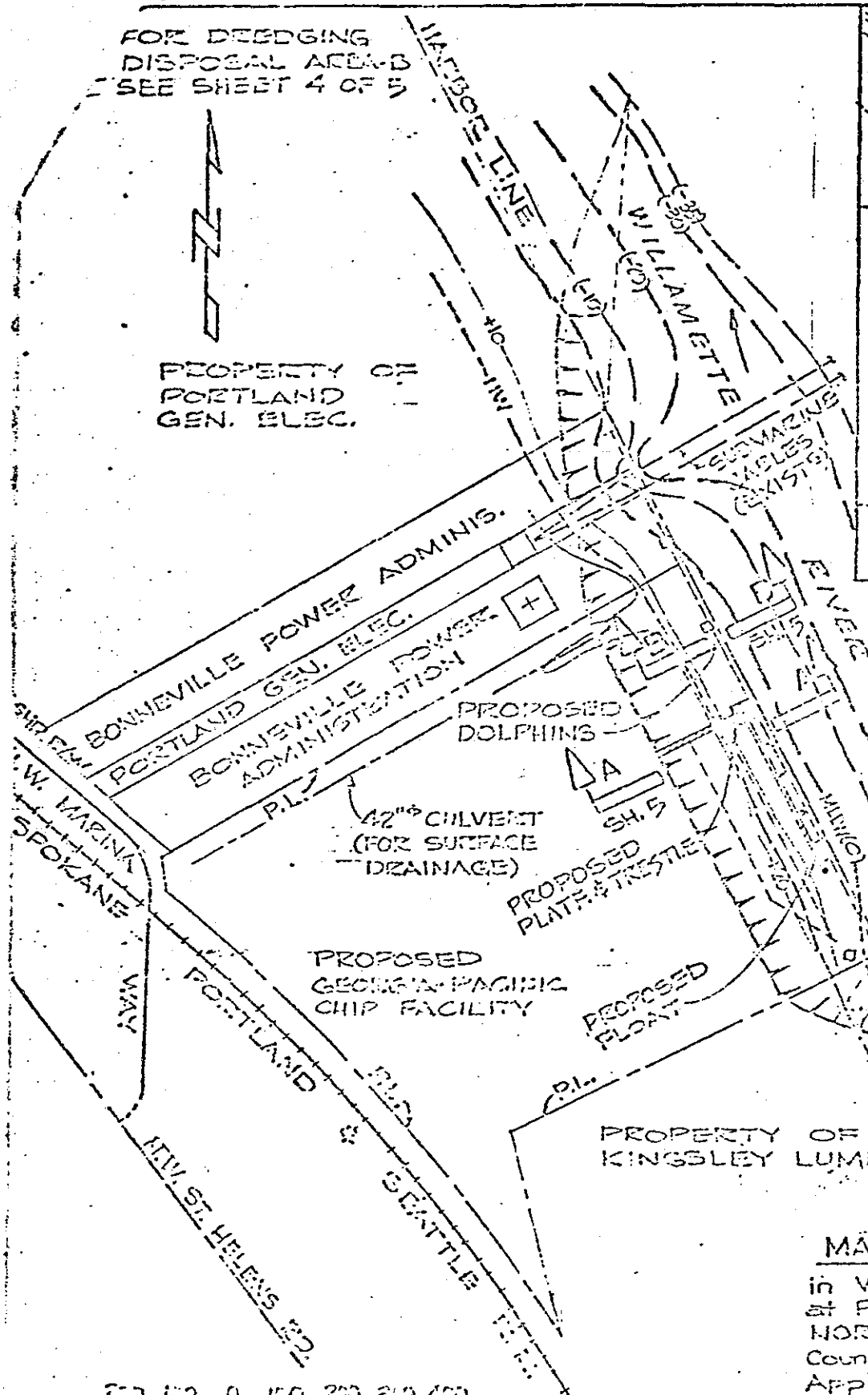
6/8/71

Frederick D. Olsen
Permittee

PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946 PORTLAND, OREGON 97208

FOR DREDGING
DISPOSAL AREAS
SEE SHEET 4 OF 5

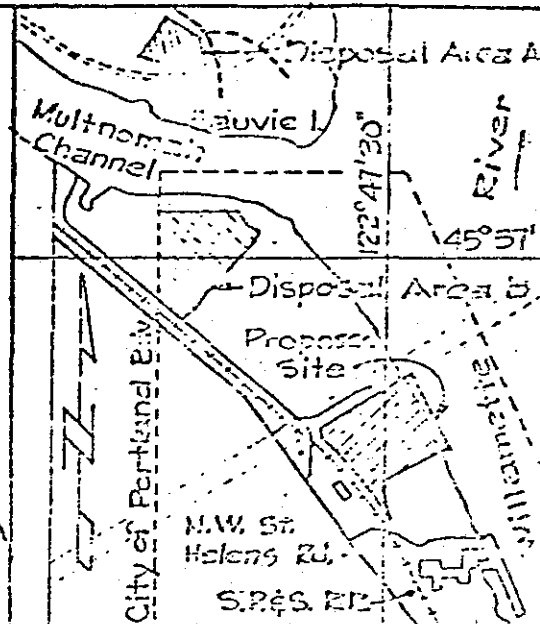
PROPERTY OF
PORTLAND
GEN. ELEC.



0 100 0 100 200 300 400

Scale in Feet

PLAN



1000 0 1000 2000 3000

Scale in Feet

VICINITY MAP

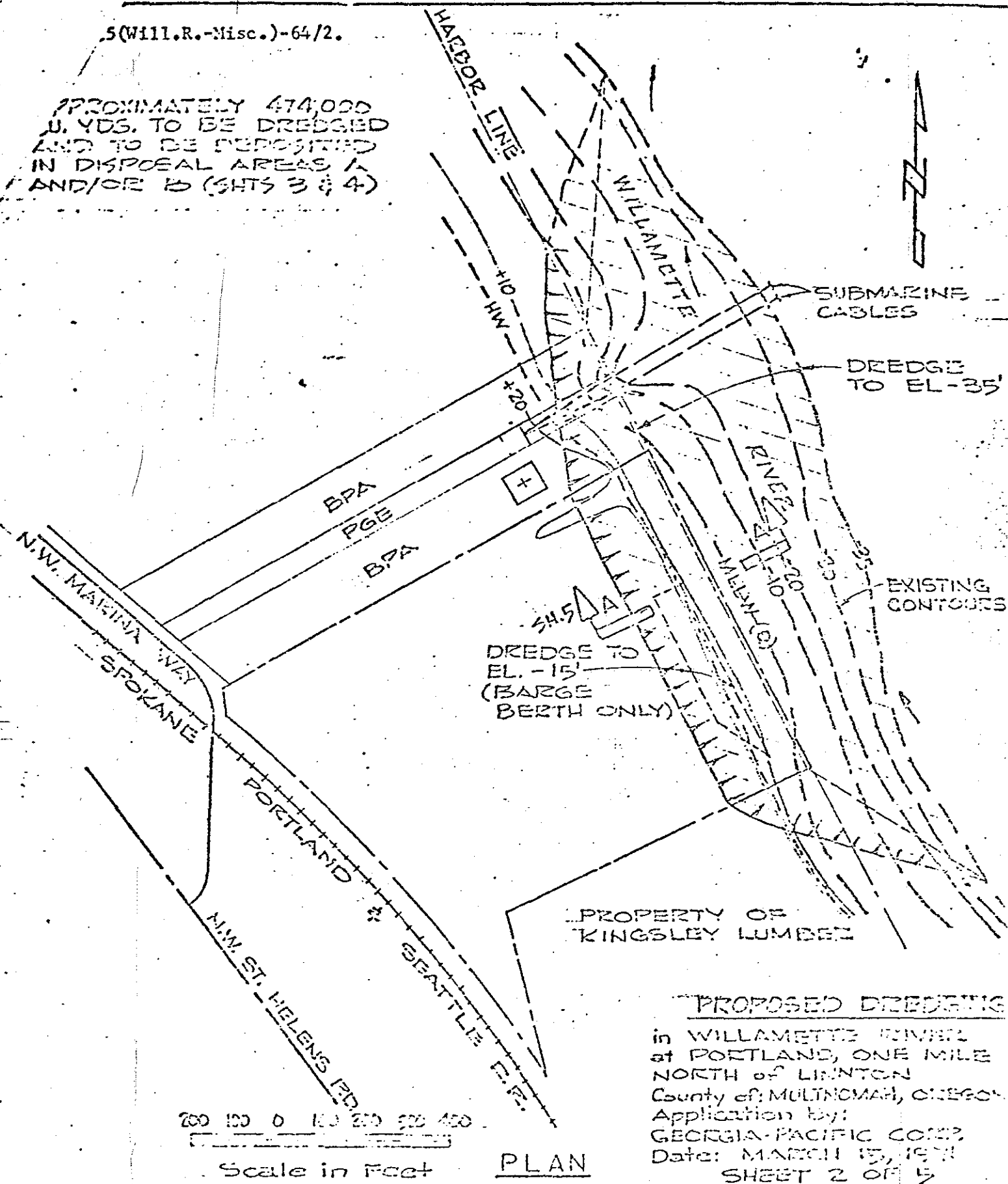
Traced From Geological
Survey Map-Linton, Ore.
SE 1/4 Hillboro 15' Quad,
(N4550-W12245/75')

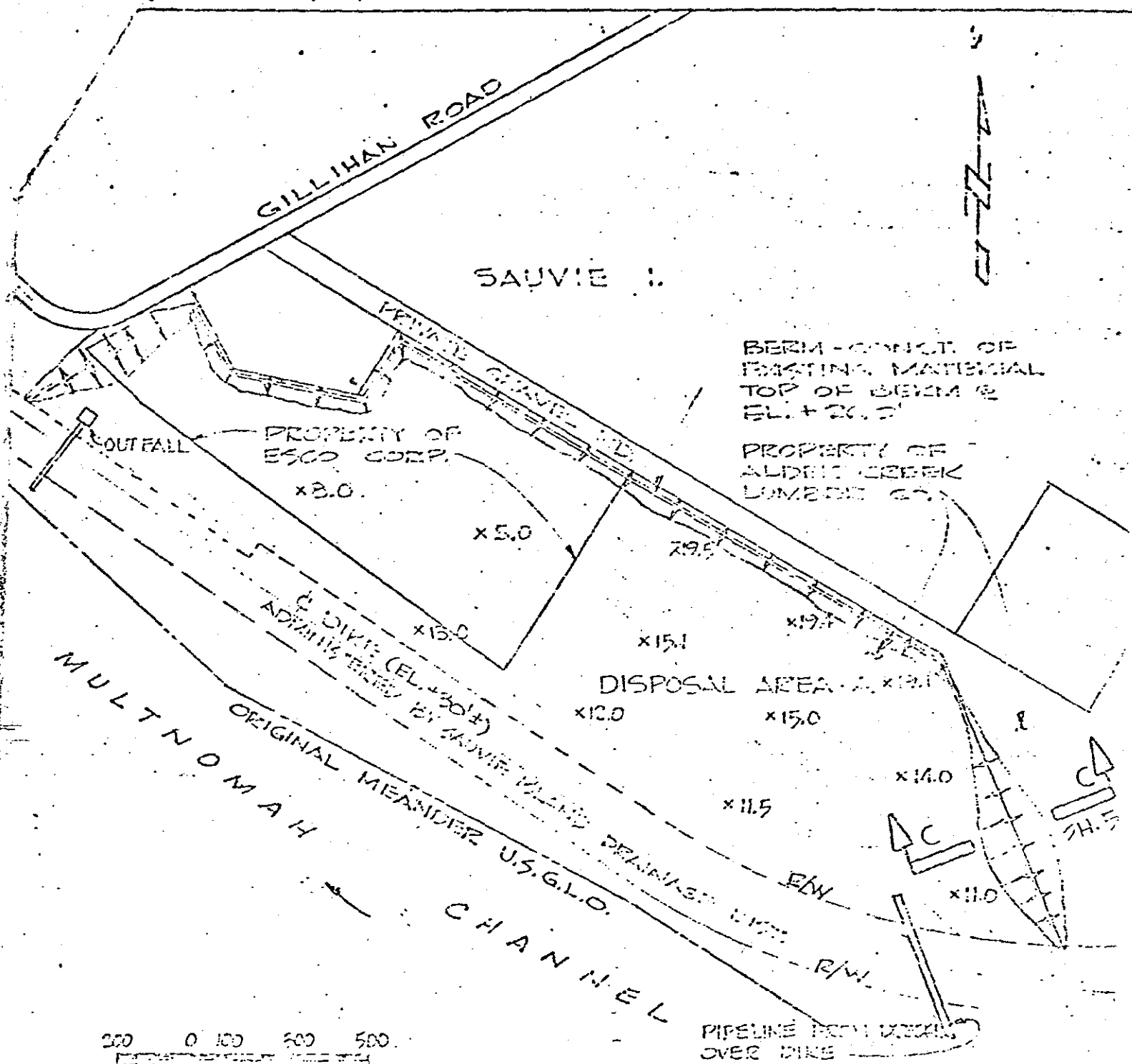
FOR DREDGING
SEE SHEET-2

PROPOSED MARINE FACILITIES

in WILLAMETTE RIVER
at PORTLAND, ONE MILE
NORTH of LINTON
County of MULTNOMAH, OREGON
Application by
GEORGIA-PACIFIC CORP.
DATE: MARCH 15, 1971
SHEET 1 OF 5

APPROXIMATELY 474,000
CU. YDS. TO BE DREDGED
AND TO BE DEPOSITED
IN DISPOSAL AREAS A
AND/OR B (SHTS 3 & 4)





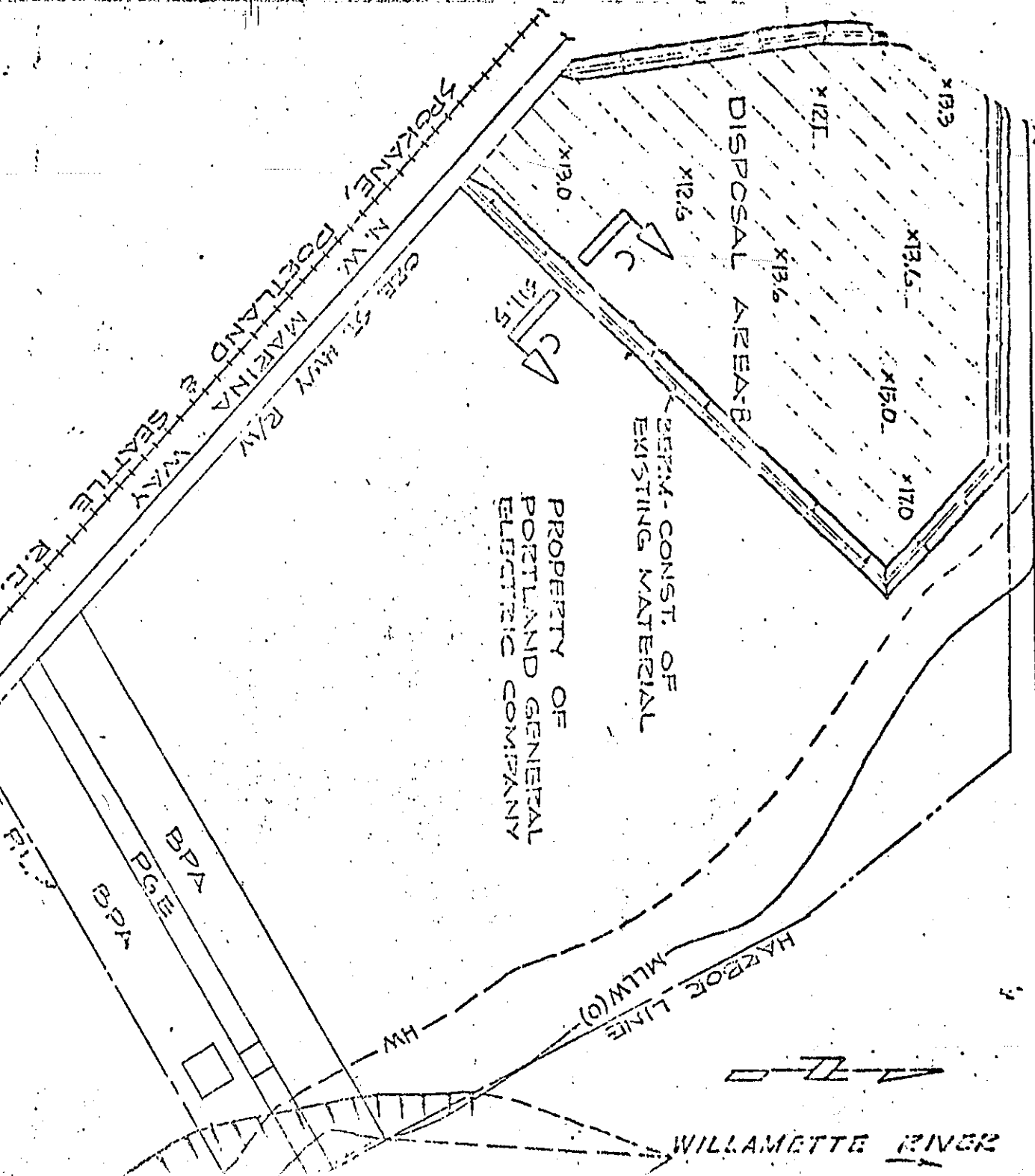
PROPOSED DREDGING
DISPOSAL AREA-A

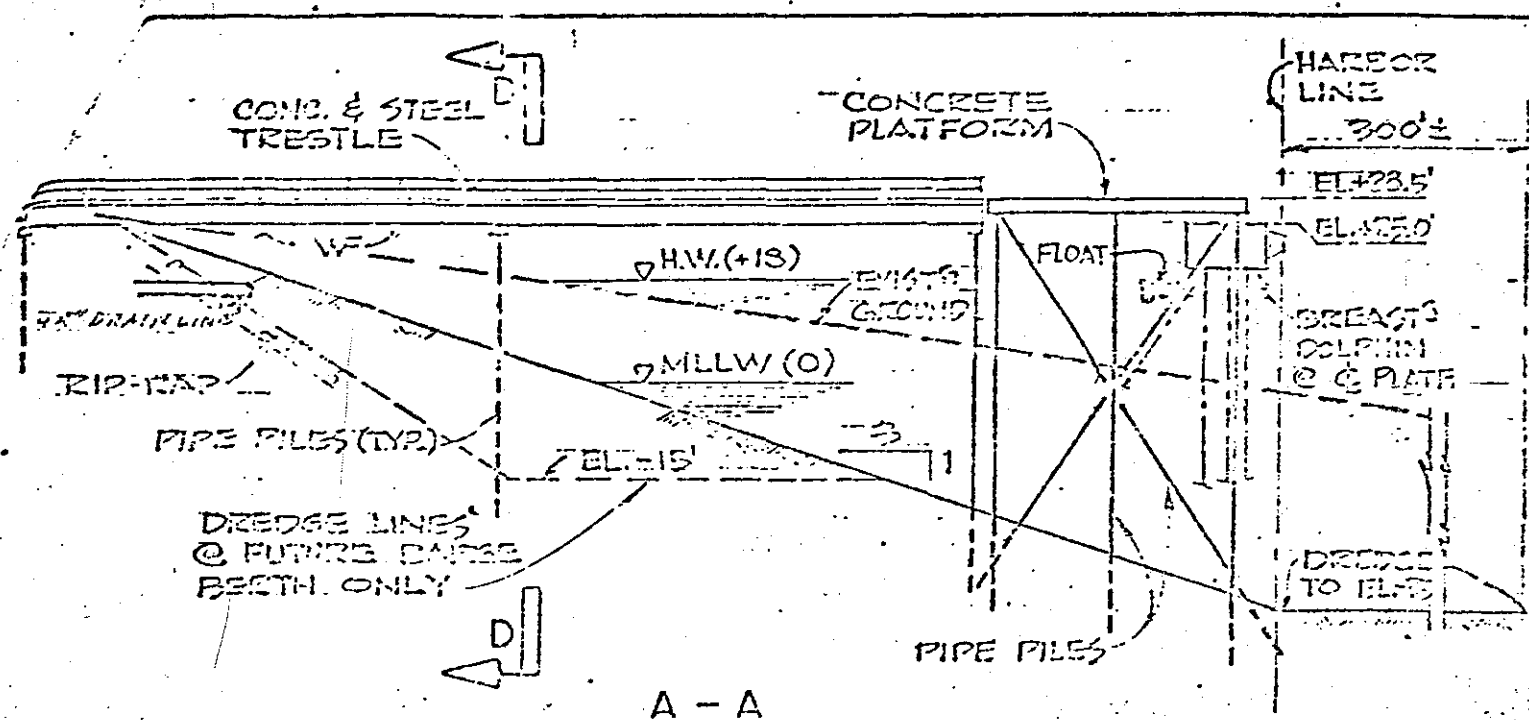
on SAUVIE ISLAND
near MULTNOMAH CHANNEL
County of MULTNOMAH, OREGON
Application by
GEORGIA-PACIFIC CORP.
Date: MARCH 15, 1971
SHEET 3 OF 3

200 100 0 100 200 300 400
Scale in Feet

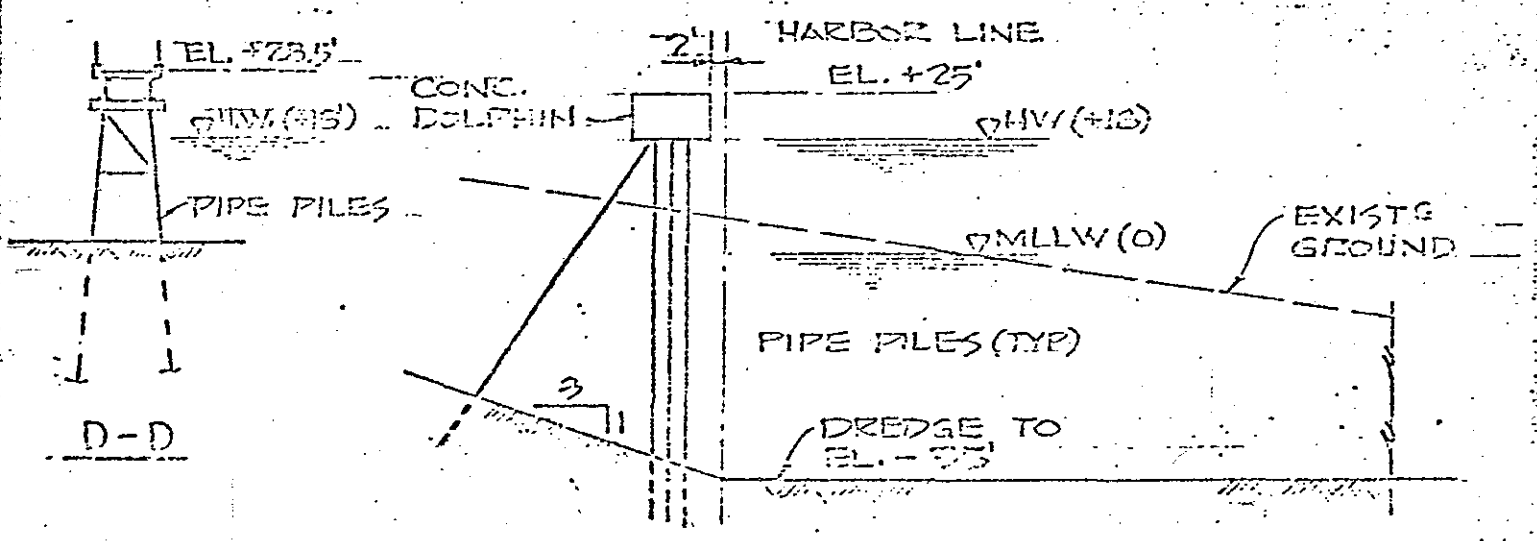
PLAN

PROPOSED FLOODING
DISPOSAL AREA-B
NORTH WILLAMETTE RIVER
@ PORTLAND, ONE MILE
NORTH OF LINCOLN
COUNTY (MULTICOUNTY COOPER)
Application by:
GEORGIA-PACIFIC CORP.
Date: MARCH 15, 1971
SHEET 4 OF 7

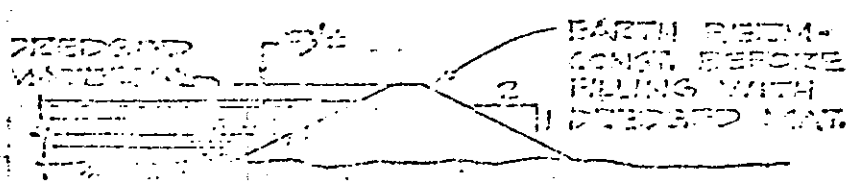




A - A



B - B



C - C
TYPICAL SECTION

PROPOSED MARINE FACILITIES & DREDGING

in WILLAMETTE RIVER
of PORTLAND, ONE MILE
NORTH OF UNION
County of LINCOLN, OREGON
Application by
GEORGIA-PACIFIC CORP.
Date: MAY 15, 1971
Sheet 3 of 5

201060 10 10 10 10 10
Scale: 1" = 100'

INTER-OFFICE COMMUNICATION
PORTLAND GENERAL ELECTRIC COMPANY

Date December 31, 1973

To D. R. Miller

RECEIVED

From S. R. Christensen

Subject Georgia Pacific Fuel Oil Unloading Facility
Ref: Memo To A. J. Porter From W. A. Huddleston
dated December 20, 1973

As a result of recent design review of the Georgia Pacific fuel oil unloading facility, A. J. Porter/ W. A. Huddleston have requested that the Georgia Pacific fuel oil unloading facility be modified to enable fuel oil loading as well as fuel oil unloading.

Upon reviewing the physical layout of the Georgia Pacific fuel oil unloading system, it was determined that the capability of loading fuel oil could be added with minor modifications to the existing system. The modification required would be to install a by-pass around the 14-inch check valve near the Harborton fuel oil skid. This can be accomplished by installing T's at each end of the 14-inch check valve. The by-pass pipe with gate valve (see attached sheet) can be installed with the T's or at a later date.

Ebasco, New York, has been requested to determine whether or not the Harborton recirculating pump is suitable for pumping oil from Harborton to the Georgia Pacific facility. With your approval we will proceed with the necessary modifications.

Approved: _____

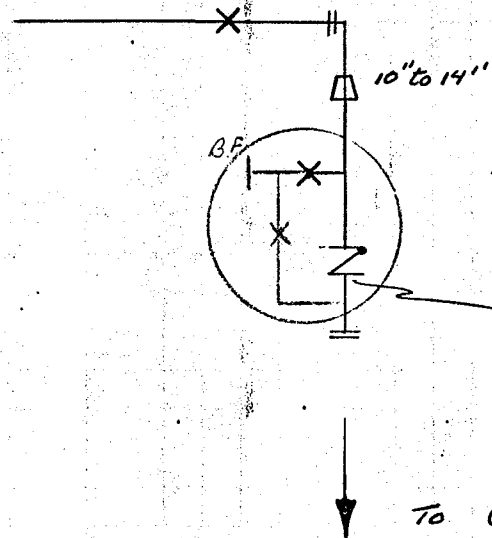
D. R. Miller

Approved: _____

J. L. Williams

SRC/BES/jd
Attachment

c: D. R. Miller
J. L. Williams



Proposed 10" By-Pass with B.F.

14" Check Valve

To G.P.

*Row 5/15
12/2*

INTER-OFFICE COMMUNICATION
PORTLAND GENERAL ELECTRIC COMPANY

HARBORTON BETHEL
POWER PLANT PROJECT

FILE NO 35

Date January 8, 1974

To D. R. Miller

From B. E. Spencer *BES*

Subject Georgia-Pacific Fuel Transfer Facility

As of January 3, 1974, Copenhagen General Contractors have completed the major portion of the Georgia-Pacific fuel transfer facility. The work remaining to be done will take approximately three days (weather permitting). The three days excludes installation of the fuel transfer hose at the dock which will not be available until the second week in February. At that time, it will take approximately one day for installation of the hose and completion of the Georgia-Pacific fuel transfer facility.

It should be noted that the capability for loading as well as unloading fuel is being added at this time. The facility should be completed and operable by February 25, 1974.

BES/jd

c: J. L. Williams
A. J. Porter
W. A. Huddleston
R. L. Welch
S. R. Christensen ✓

35

**SWAN WOOSTER
ENGINEERING INC.**

1618 S. W. FIRST AVENUE, PORTLAND, OREGON 97201, AREA CODE 503, TELEPHONE 228-8672

*Row 505
17-2*

1 February 1974

7352

Mr. Brad Spencer
Portland General Electric
221 S. W. Alder
Portland, Oregon 97205

Re: Oil Unloading Facilities at Linnton Pier

Dear Brad,

This letter is intended to confirm our telephone conversations of today.

We see no serious objection to re-orienting the Chicksan swivel head so that it can rotate in the vertical plane instead of the horizontal plane as now shown on Drawing #C11-690. It should be noted that after the swivel head has been moved, it will not be located directly beneath the axis of the derrick boom. This may cause some binding of the pin connection at the inshore end of the boom. However, we believe this will not be a serious problem, and the alteration of the swivel head will probably make it easier to handle the hoses.

Your intention to extend the riser up $1\frac{1}{2}$ to 2 feet will also probably be all right. You should be prepared to brace the top of the riser should excessive vibration occur during unloading operations.

It was brought out in our conversation that P.G.E. intends to pump No. 2 fuel oil through the piping system. However, you indicated it is possible that No. 4 or even No. 6 fuel oil could be pumped infrequently. If this were the case, such oil might be heated as high as 200° F, causing the pipe to expand. Therefore, we recommend that the containment angles (angle 4 x 4 x 1/4 x 0'8"), shown on Section E-E of Drawing #C11-690, be removed. This will allow freer movement of the pipe. The pipe system otherwise should be able to accommodate any possible movement.

In the event that No. 6 fuel oil, Bunker C, is pumped, we believe that all piping would have to be heated and/or insulated, or such piping would have to be filled with kerosene upon completion of pumping.

Forty-Ninth Year

OFFICES IN: VANCOUVER, B.C. - MONTREAL, QUEBEC - ST. CATHARINES, ONTARIO

Mr. Brad Spencer
Portland General Electric

-2-

1 February 1974

Upon completion of this work we will show revisions "as built" on our drawings and deliver the tracings to you. I would be glad to further discuss these matters with you at your convenience.

Very truly yours,

SWAN, WOOSTER ENGINEERING, INC.

Tom Hjort

A. T. Hjort, Manager
Marine Department

ATH/rk

copied for: W. A. Huddleston
W. J. Warner
D. R. Landis



COPIES TO:

A. J. Porter
J. L. Williams
E. Snedecor, Jr.
L. E. Hodel
N. H. Burman
H. H. Phillips

TELEPHONE CALL

By Don Miller *DM* of PGE

To Robert Floweree of Georgia-Pacific

Date 2-19-74 Time 4:30 p.m.

Subject G-P OFF-LOAD FACILITY
Barge Unloading of 17,000 Bbl. Distillate Oil

~~Reading Room~~

Per request from Purchasing Department, I called Bob Floweree to see if G-P would allow PGE to off-load 17,000 bbl of distillate oil at the G-P facility Friday, March 1, 1974 without benefit of a signed terminalling agreement.

Bob was extremely cooperative and agreed to allow us to proceed. I assured Bob that we would assume all responsibility and would be operating within the spirit if not the letter of the proposed agreement. I further agreed that PGE would pay for this service at the rate to be stipulated in the final terminalling agreement.

Bob was in full accord.

DRM:mm



Harb
3.5

RMW SYS
17-24

~~ALV~~
File

PORTLAND GENERAL ELECTRIC COMPANY

621 S.W. ALDER ST.

PORTLAND, OREGON 97205

503-228-7181

D. R. MILLER, MANAGER
SYSTEM ENGINEERING

February 28, 1974

Mr. Dennis M. Chorba
Legal Department
Georgia-Pacific Corporation
900 S. W. 5th Avenue
Portland, Oregon 97204

Dear Mr. Chorba:

Enclosed for your file is one executed copy of the agreement covering construction of a pile bent and modification to the oil equipment support system as proposed by Swan-Wooster Engineering.

A purchase order will follow shortly. Upon completion of the above-described work, please forward your invoice to me.

Those most closely connected with developing the terminalling agreement have been away from their offices for an extended period and should return next week. Hopefully, the matter of the terminalling agreement can be satisfactorily concluded at that time.

Again, I wish to thank the Georgia-Pacific Corporation and particularly you and Mr. Flowerree for your cooperation in the matter of establishing this facility and allowing PGE to unload fuel upon such short notice.

If I can be of any further assistance, please call.

Sincerely,

D. R. Miller

DRM:mm
Enclosure

c: R. Flowerree
F. Helverson

bc: Messrs. Williams, Porter, McGinnis, Phillips, Christensen,
Hodel

MEMORANDUM OF AGREEMENTOIL UNLOADING FACILITIES AT LINNTON OUTLOADER PIER

Between: Georgia-Pacific Corporation
Portland General Electric

- A. Portland General Electric will install a derrick, hoses, piping, platform and other miscellaneous items on Georgia-Pacific's outloader platform at the Linnton Wood Chip Facility, Portland, Oregon. This work is shown on PGE drawings C11689, C11690 and C11305 and will be carried out as soon as possible. Design of the oil unloading facilities has been done by Swan, Wooster Engineering, Inc.; installation will be supervised by Ebasco Services, both acting as consultant to Portland General Electric.
- B. Initially, supports for the derrick will be constructed, as shown on drawing C11689, so as to impose additional loading on the 24 inch diameter steel support piling located under the southeast corner of the outloader platform. This work will be done under contract directly to Portland General Electric.
- C. During 1974, Georgia-Pacific intends to modify their existing wood chip outloader tower such that additional loading will be imposed on support piling for the outloader platform. This work will be accomplished by contract between Georgia-Pacific Corporation and Rader Pneumatics.
- D. To avoid unsafe overloading of the 24 inch diameter steel pile at the southeast corner of the platform, part of the load imposed by oil unloading equipment will be transferred to a new pile bent. This will be done before additional loading is applied to such piling because of modifications to the wood chip outloader as described in paragraph C.
- E. The new pile bent and modifications to oil equipment supports are shown on drawing C11234.
- F. Work described in paragraphs D and E will be carried out under contract to Georgia-Pacific Corporation and will be included with the modifications to the wood chip outloader by Rader Pneumatics. This work will be included with the Corps of Engineers' Permit and other necessary permits to be obtained by Georgia-Pacific.

Continued

- G. Portland General Electric agrees to compensate Georgia-Pacific for construction of the pile bent and modification to oil equipment supports described in paragraphs E and F above, and shown on drawing C11234. A separate, firm price for these items to be paid by Portland General Electric will be obtained from the contractor who will do the work. (The construction cost for this work has been estimated at \$4,000.00 by Swan, Wooster Engineering, Inc.)

The terms of agreement described herein are mutually accepted:

GEORGIA-PACIFIC CORPORATION

PORTLAND GENERAL ELECTRIC

By *John L. Brown*

By *Joseph L. McLean*

Date

Date 2/21/74

APPROVED AS TO TERMS AND CONDITIONS

By *John L. Brown*

Date Feb 21, 1974

9 January 1974
7352

PILE BENT AND MODIFICATIONS TO OIL EQUIPMENT SUPPORTS

CONSTRUCTION COST ESTIMATE

SWAN WOOSTER

- Furnish 16" diameter x 3/8" wall steel piling
180 lineal feet @ \$10.00 per foot = \$ 1,800.
 - Drive 2 steel piling
2 @ \$250.00 Each = 500.
 - Furnish connecting metal:
 - Cap W12x65 - 8(65) = 520 lbs.
 - Stringer extensions - 7(42.7) = 300 lbs.
 - Angle brace L6x6x5/16 - (20)(12.4) = 250 lbs.
 - Top plates = 110 lbs.
 - Connecting metal and shims = 120 lbs.1,300 lbs. @ \$0.50 per lb. = 650.
 - Install connecting metal and reinstall wind brace = 900.
 - Miscellaneous = 150.
- TOTAL: \$ 4,000.

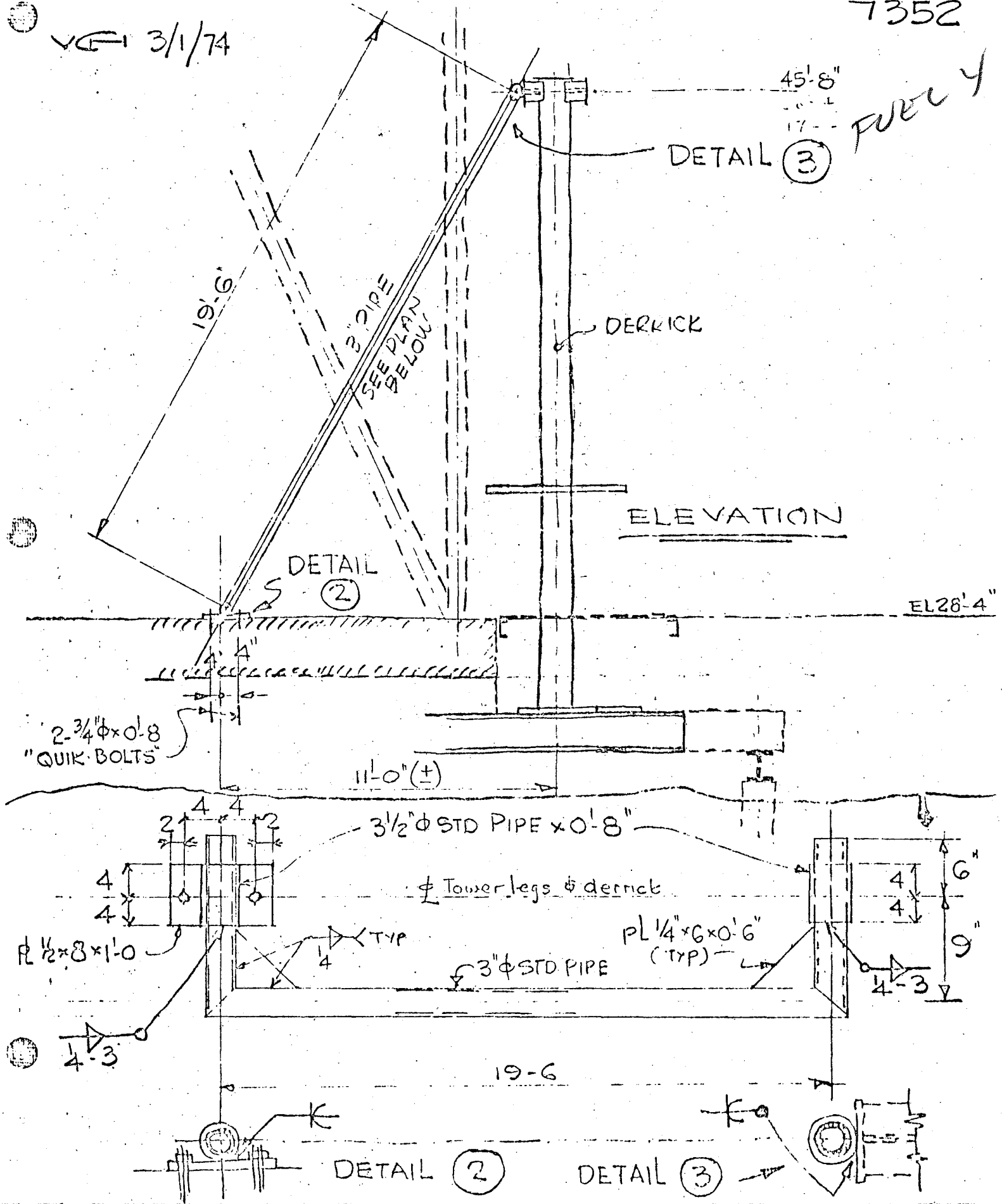
HARBORTON SUB STATION ADDITIONS TO DERRICK PLATFORM

SHEET 2 of 2

7352

VG 3/1/74

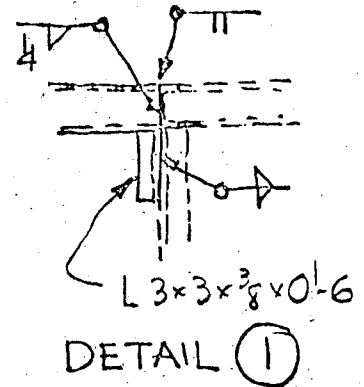
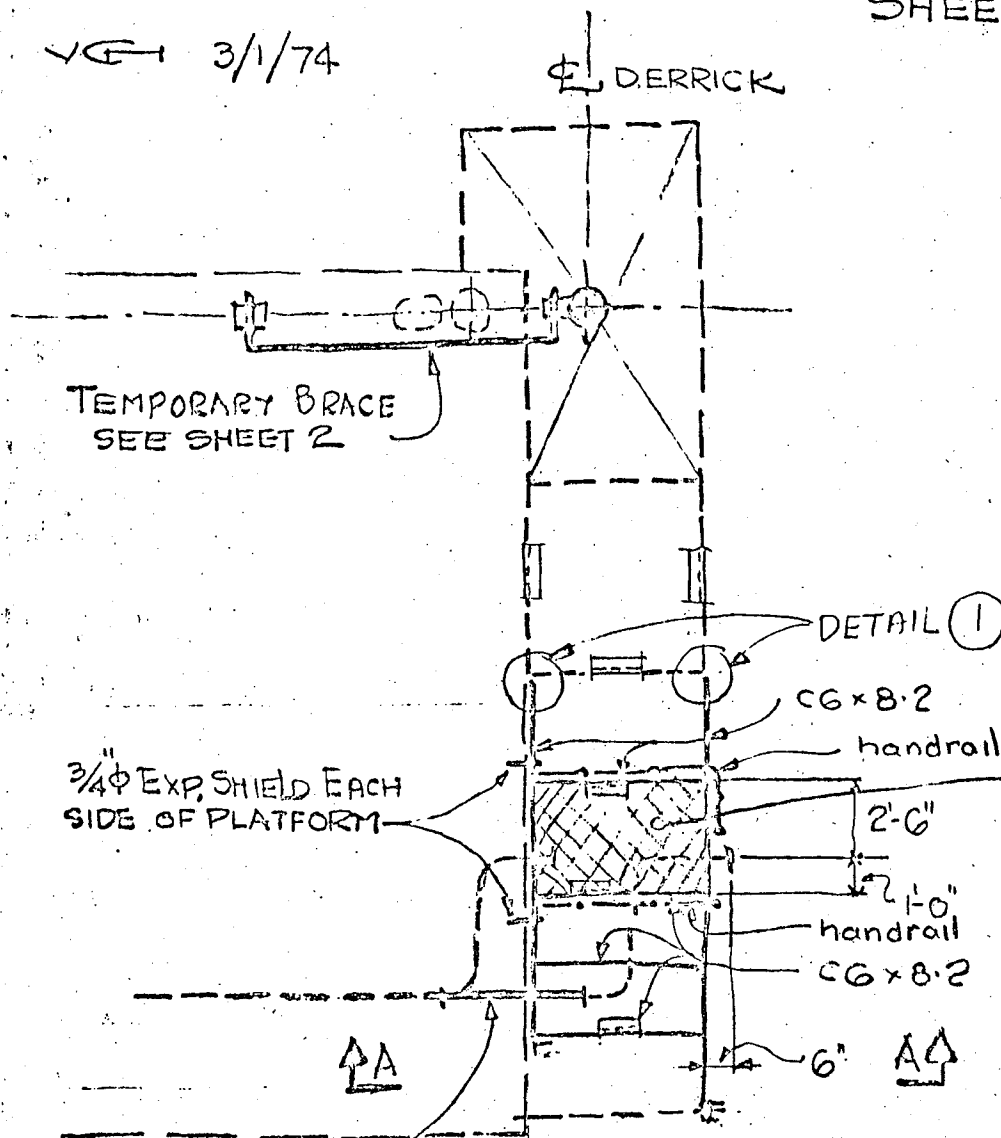
fuel y



FARBORTON SUBSTATION ADDITIONS TO DERRICK PLATFORM

SHEET 1 OF 2 7352

VG 3/1/74

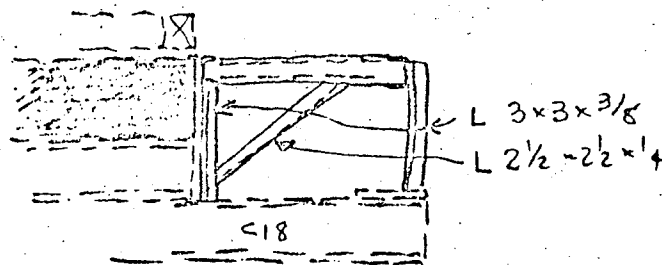


GALV. GRATING.
(See dwg C11-689)

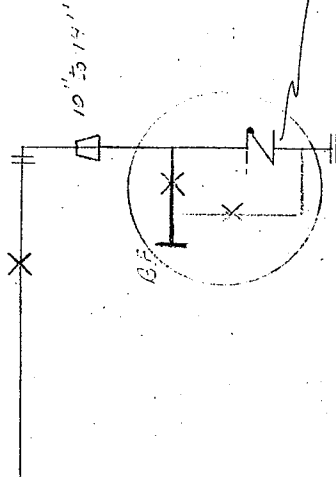
NOTES

1. FOR PAINTING & WELDING OF STEEL SEE DWG C11-689
2. IF REQD, ADD FIRE LINE PIPE SUPPORT.

cut exist fire line &
weld new extension as reqd.



A - A

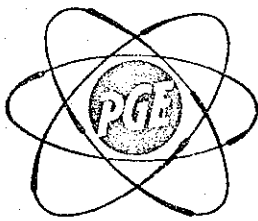


Proposed 10" diameter in C.F.

14" check valve

To C.P.

Red for 10. 3. 3. 3. 1/2/74



PORTLAND GENERAL ELECTRIC COMPANY

SYSTEM CONTRACT CONSTRUCTION BRANCH

FILE REFERENCE NO. 424.0 G.P.

MAR 28 1974

ELECTRIC BUILDING

621 S.W. ALDER STREET

PORTLAND, OREGON 97205

March 28, 1974
BES-1-74

Mr. Clifford L. Stupfel
Radar Pneumatics
6005 N. E. 82nd Avenue
Portland, Oregon 97220

Dear Cliff:

In our meeting of March 25, 1974, regarding the Georgia-Pacific barge unloading facility, you requested information on barge capacities and dimensions.

The largest oil barge we would expect to receive shipment on would be 25,000-barrel capacity, 235 feet in length, 50 feet in width, a loaded draft of 13 feet and a displacement of 36,000 tons. The smallest barge we would expect to see would have a capacity of 6,000 barrels, 165 feet in length, 40 feet wide, with a loaded draft of 8-1/2 feet and a loaded displacement of 900 tons. This information was obtained from the PAC Barge Company.

If I may be of any further assistance, please do not hesitate to contact me.

Sincerely,

B. E. Spencer
Project Engineer

BES/rd

c: S. R. Christensen
D. R. Miller
R. L. Welch
E. Lavery
N. H. Burman



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
Captain of the Port
U. S. Coast Guard
6767 N. Basin Street
Portland, Oregon 97217

5922
2 May 1974

Mr. N. H. BURMAN
Supt., EM & C Dept.
Portland General Electric
Electric Building
621 S. W. Alder Street
Portland, Oregon 97205

Dear Mr. BURMAN:

The operations manual for your oil transfer facility at the Harborton Generating Station in Portland, Oregon has been reviewed and accepted by this office. In particular, I wish to thank you for the assistance you provided and the cooperative attitude demonstrated in meeting the requirements of 33 CFR 154.110 and 154.310.

Subsequent amendments and changes to your manual may prove necessary dependent upon future events and operational modifications. Your attention is directed to 33 CFR 154.320 and 154.760 in this regards. Please feel free to contact us if we can be of any further assistance.

Respectfully,

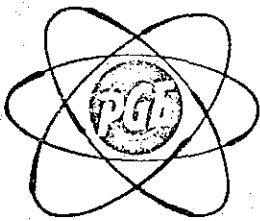
B. A. FORSTERER
Commander, U. S. Coast Guard
Alternate, Captain of the Port
Portland, Oregon

PORTLAND GENERAL ELECTRIC COMPANY

OIL STORAGE AND TRANSFER FACILITY

Operations Manual

HARBORTON GENERATING STATION



PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

April 17, 1974

Captain of the Port
U. S. Coast Guard
6767 N. Basin Ave.
Portland, Oregon 97217

Dear Sir:

This is our "Letter of Intent" to satisfy the requirements of Part 154, Large Oil Transfer Facility, Section 154.100 of Subchapter O, Title 33, Code of Federal Regulation for Oil Pollution Prevention.

We wish to advise you that Portland General Electric Company intends to operate a large oil transfer facility at the bank of the Willamette River at the Multnomah Channel entrance, starting on or about June 1, 1974.

There are no offices or men permanently assigned to the station. The station is serviced out of the P. G. E. Hawthorne Building which is located at 1510 SE Water Ave. Mr. W. J. Warner is in charge of the station and his telephone is 228-7181, Ext. 586, or mobil phone YJ3-4527.

Attached is a copy of the Operations Manual covering this installation.

Very truly yours,

N. H. Burman
Supt., EM&C Department

NHB:plc

PORTLAND GENERAL ELECTRIC COMPANY

OIL STORAGE AND TRANSFER FACILITY

OPERATIONS MANUAL

I. DESCRIPTION OF FACILITY

A. Location:

Harborton Substation. South bank of Willamette River at Multnomah Channel entrance.

B. Storage Tanks:

Two 100,000 barrel storage tanks with fixed column supported roof with an internal floating roof, located between N. W. Marina Way and the Willamette River.

C. Tank Contents:

Two tanks - up to 192,000 barrels of No. 2 distillate. API Gravity @ 60° F of 32.7.

D. Physical Description:

See attached layout that includes mooring areas, transfer locations, control stations and the location of safety equipment.

E. Possible Sources of Oil Discharge:

1. One possible source of oil discharge to the river would be from the surface water drain located in the excavated area containing the two 100,000 barrel tanks if one of the tanks would rupture and the drain valve left open. This valve is always locked closed except when, under supervision, the area is being drained of surface water.
2. The only other sources of an oil spill would be a ruptured pipe or flexible line to the vessel.

F. Containment Equipment:

1. A four-barrel capacity drip pan, located under the dock hose connection points, is directly connected to a forty-seven-barrel capacity drip concrete sump, located on the shoreline. No valves are in the inter-connecting two-inch drain line to prevent inadvertent closure and overflow of the drip pan.

2. The Portland General Electric Company has contractual arrangements with Willamette Tug and Barge Company to provide men and equipment needed to initiate oil spill containment and clean up procedures which will fulfill Coast Guard regulations. This contract also covers complete clean-up activity by Willamette Tug and Barge Company.
3. Fiberlite or absorptive pads to absorb minor spills will be kept at the site ready for immediate use.

G. Back up Equipment:

1. The Port of Portland, Swan Island Ship Repair Yard has been issued a purchase order to provide and operate the following equipment:
 - a. A small skimmer with operator to remove minor spills from the water.
 - b. A large skimmer capable of recovering the oil from a major spill.

This equipment will be available for use as needed by Willamette Tug and Barge Company Crews.

H. Lighting:

1. Portable generators and lighting will be installed at the dock, each control point, and along the pipeline during nighttime operations to enable adequate illumination of the pipeline, connections and valving.

I. Storm Drains:

1. A surface water drain is located in the excavated large oil tank area. It is equipped with a normally closed valve. This valve is only opened to allow discharge of surface water.

II. PERSONNEL

A. Designation of Persons in Charge:

1. PGE will designate the person in charge and advise the Captain of the Port in writing of his designation. See Appendix "A" of this manual.

2. PGE will notify the Coast Guard of any changes in assigned persons in charge.

B. Qualifications Required for Person in Charge and/or Alternate Person in Charge:

1. The person in charge and alternate must have sufficient experience at the facility for which the qualification is desired to enable PGE to determine that his experience is adequate and that he can operate the oil transfer equipment of the facility.
2. These would include the following:
 - a. The employee must be completely familiar with the hazards of each product to be transferred.
 - b. He must be familiar with the local, State and Federal regulations covering such transfer.
 - c. He must be familiar with the procedures described in the Operations Manual of that facility.
 - d. He must be completely familiar with the oil transfer system, its controls, local discharge reporting procedures, the facilities contingency plan for discharge reporting and containment, and have complete knowledge of the fire protection facilities.
3. Person in charge and alternates must have had at least 48 hours of experience in oil transfer operations at a large transfer facility.
4. The Captain of the Port may authorize alternative experience requirements.
5. The person in charge and alternate must carry evidence of his designation as Person in Charge when he is engaged in transfer operations, unless such evidence is immediately available at the facility.

C. Assigned Persons-In-Charge - Harborton Oil Transfer:

1. One individual will be assigned as "Person-In-Charge" for a specific oil transfer operation. Should he have to leave the "point of transfer" he will designate an alternate to assume the responsibility of "Person-In-Charge" who has met the qualifications listed above.

D. Other Supervisory Personnel - PGE Company:

1. Nile H. Burman, Superintendent of Electrical Maintenance and Construction, 310 N Hayden Bay Dr., Portland, Oregon 97217, 289-5339.
2. Wilbur J. Warner, Assistant General Foreman, 15635 S Carus Rd., Oregon City, Oregon 97045, 632-3006, mobile phone: YJ3-4527

III. COMMUNICATIONS EQUIPMENT

A. Location and Type:

1. The communication between the stations will be by means of portable radios operating at utility frequencies assigned by the Federal Communications Commission.
2. Radios will be located at the following stations:
 - a. Supervisor at station #1 (on board vessel).
 - b. Person in Charge located at station #2 (on dock at point of transfer).
 - c. Man at station #3, (the receiving station).
3. Each radio operator will check into the radio net and maintain a listening watch during all pumping operations.

B. Backup Equipment:

1. An auxiliary radio will be supplied to the oil dock and the man at station #3.

C. Outside Emergency Communication:

1. Frequency used is monitored by the PGE Co. Load Dispatcher, who can be in immediate communication with the Fire Department, Coast Guard, Ambulances, Oil spill clean-up emergency equipment operators and any other personnel required. To alert the Load Dispatcher, the word "EMERGENCY" should be used prior to the emergency radio communication.

IV. EXTRACTS - FEDERAL, STATE AND CITY WATER POLLUTION LAWS

- A. The Federal Water Pollution Control Act as amended prohibits the discharge of harmful quantities of oil into the waters of the United States. Harmful quantity has been defined as any amount of oil on the water or adjoining shore which causes a sheen or can be felt. A violation of this law is punishable by a civil penalty of up to \$5,000. The law also requires the person in charge to notify the Coast Guard immediately of any oil spill from his vessel or facility. Failure to notify the Coast Guard is a criminal offense and is punishable by a maximum fine of \$10,000 and/or one year in prison. Also, under law, it is provided that whenever oil is discharged into U.S. waters, the United States has the authority to remove or arrange for the removal of the oil. The owner of the vessel or facility from which the discharge occurred may remove the oil spilled. If he does not, the government will do so at his expense.
- B. The Refuse Act of 1899 prohibits the discharge from ship or shore of any refuse matter of any kind, except liquid sewage, into U.S. waters. A violation of this law is a criminal offense and is punishable by a fine of \$500 to \$2,500 and/or 30 days to 1 year imprisonment. The Army Corps of Engineers may issue permits authorizing construction or repair.
- C. State of Oregon and Administration Rules Under the Oregon Pollution Law entitled "Regulating Oil Spillage in Public Waters" - Division 4, Subdivision 7, Section 47-005 through 47-030 also prohibits any spillage of oil into Oregon rivers or streams, and specifies that any oil transfer must be done under careful regulation as provided in the Coast Guard Regulations. It also specifies that cleanup shall be done immediately if a spill occurs and that a written account of any such accident must be submitted to the State of Oregon, Department of Environmental Quality within 7 days of the accident. Disposal of any oil spilled materials must also be in a manner approved by the State of Oregon.

Cleanup of oil spills shall proceed in a timely and diligent manner until written notices are obtained from the Department that satisfactory cleanup has been achieved. Compliance with the above requirements does not relieve the owner or person having control over oil from liability, damages, or penalties resulting from spill and cleanup of such oil.

No chemicals shall be used to disperse, coagulate or otherwise treat oil spills except inert absorbant materials that are completely removed in the cleanup process, or other material as may be specifically approved by the Department.

Physical removal of oil spills will ordinarily be required except for use of chemical dispersants warranted by extreme fire danger or other unusually hazardous circumstances.

Spilled oils and oil contaminated materials resulting from control, treatment and cleanup shall be handled and disposed of in a manner approved by the Department.

- D. City of Portland regulations, (19.16.145) "Oil on Waters of the Port" provide that no person or firm shall permit the discharge or spillage of any petroleum or other oil of whatever nature upon the waters of the Willamette or Columbia Rivers or into any tributary, sewer, drain, ditch or water which flows into the rivers. They also provide that anyone who permits a spillage of any size must take immediate steps to assure its recovery from the water. Oil removed must be disposed of in a way which will assure that it does not re-enter the waters of the port.

V. OPERATIONS

A. Normal Oil Transfer:

1. Designation of Person In Charge:

- a. Written assignment of Person in Charge must be visible in the area assigned as headquarters for the oil transfer. This must be kept up to date.

2. Laws:

- a. Knowledge of Federal, State, and local water pollution laws is required by the Person in Charge. This information is extracted in Section IV above. It is also available in the State of Oregon, Department of Environmental Quality "Regulations Relating to Water Quality Control in Oregon: dated August 15, 1972.

3. Supervision of all Transfer Equipment During Pumping:

- a. No person may start the flow of oil to or from a vessel unless instructed to do so by the Person in Charge of the operation. The person in Charge shall be located at Station No. 2 during all transfer operations.

- b. No person may transfer oil to or from a vessel unless the Person in Charge is immediately available to the oil transfer personnel. If the Person in Charge must leave the point of transfer he must designate a qualified alternate Person in Charge and be available for consultation by radio.

4. Hours of Operation:

- a. As required on a 24 hour basis. Once a shipment or transfer of oil has started it will be carried to completion.

5. Size and Type of Vessels:

- a. The facility will accomodate all sea going and river type vessels. Transfer operations will be conducted with only one vessel at a time.

6. Products to be Handled:

- a. Only petroleum fuels will be transferred. Nothing that is incompatible with fuel oils will be transferred.

7. Declaration of Inspection Form:

- a. "Declaration of Inspection", a copy of which is provided with this manual, must be signed by the Person in Charge prior to any oil transfer to a vessel. It must also be signed by the responsible party on the vessel. The signed "Declaration of Inspection" must be kept at the pump house for inspection by the Coast Guard at any time.

8. Certification Form:

- a. "Certification", a copy of which is attached, must be used by the Person in Charge during the oil transfer operation. This includes signatures by the Person in Charge of the shore and vessel, and includes their title, date of certification, information regarding shifts and hours of pumping. By signature thereon, the Person in Charge certifies that he understands he is personally in charge of and responsible for all connections, disconnections, pumping, and supervision of the transfer.

9. Use of Blank Flanges on Unused Pipe Outlets:

- a. All unused pipe outlets must be fully sealed with gasketed blank flanges.

10. Signs:

- a. Prior to pumping operations, signs must be posted at the oil dock and at the pump station. Signs must include the following: "Caution Combustible Liquids, No Visitors, No Open Lights, No Smoking".

11. Fire Extinguishers:

- a. Fire extinguishers must be placed at the oil dock and at the pump station prior to any oil transfer operation.

12. Containment Equipment:

- a. Containment equipment necessary to retain any oil which might spill from the flanges or oil hose during connection or removal is installed on the oil dock.

13. Emergency Shutdown System: (see plan for station and valve location)

- a. If, while the station is receiving oil, the operators of Stations No. 2 or 3 observe a leak or that a dangerous condition exists, they will immediately notify Station No. 1, the pumping station, for an emergency stop and valves will be closed, both on board the vessel and at all locations on the shore. If the man at Station No. 1 observes a leak or dangerous condition, he will shut down pumping and direct Station No. 2 and 3 to close off the valves.
- b. When the station is shipping oil, if the operators at Stations No. 1 or 2 observe a leak or that a dangerous condition exists, they will immediately notify Station No. 3, the pumping station, for an emergency stop, and valves will be closed, both on board the vessel and at all locations on the shore. If the man at Station No. 3 observes a leak or dangerous condition, he will shut down pumping and direct station No. 1 and 2 to close off the valves.

14. Personnel Shelters:

No personnel shelters are available.

15. Maximum Pressure:

- a. Normal operating pressure is between 50 and 75 psi.
- b. The maximum emergency pressure of the system is 200 psi. The pump used to transfer oil to a vessel will only build up a maximum pressure of 75 psi when the discharge is blocked. Shipboard pumps used to receive oil will be limited

to a maximum pressure of 100 psi.

16. Transfer pumps:

- a. For transfer of oil to the storage tanks, pumps on board the vessel will be used.
- b. For transfer of oil to a vessel, an 1800 rpm, 60 HP, centrifugal pump will be used.

17. All valves will be closed except as follows for various operations:

a. Transfer from Georgia-Pacific Dock to No. 1 oil storage tank:

- 1) Open valves 16A - oil tank No. 1 inlet, 9 - filter by pass, 8 - filter by pass throttle valve, 12 - G-P dock line, 12C and/or 12D G-P dock hose valves — after pumping has continued for a few minutes and air trapped in line has passed filter by pass valves 8 & 9, open filter valves 14A, 14D and/or 14B, 14C after which close filter by pass valves 8 & 9 unless pumping rate exceeds capacity of filters.

b. Transfer from Georgia-Pacific Dock to No. 2 oil storage tank:

- 1) Open valves 16B - oil tank No. 2 inlet, 9 - filter by pass, 8 filter by pass throttle valve, 12 - G-P dock line, 12C and/or 12D G-P dock hose valves — after pumping has continued for a few minutes and air trapped in line has passed filter by pass valves 8 & 9, open filter valves 14A & 14D and/or 14B & 14C — after which close filter by pass valves 8 & 9 unless pumping rate exceeds capacity of filters.

NOTE: By opening additional valve 16A and/or 16B a combination of operations a & b can be obtained.

c. Transfer from oil storage tank No. 1 to Georgia-Pacific Dock via recirculating pump:

- 1) Open valves 21A - oil tank No. 1 outlet, 23 - pumps suction line, 36 & 31 - recirculating pump suction, 39 - recirculating pump discharge, 12 - G-P dock line, 12A - G-P dock line check valve by pass, 12E - G-P dock check valve by pass and 12D - G-P dock hose valve.

d. Transfer from oil storage tank No. 2 to Georgia-Pacific dock via recirculating pump:

- l) Open valves 21B - oil tank No. 2 outlet, 22 & 23 - pumps suction line, 36 & 31 - recirculating pump suction, 39 - recirculating pump discharge, 12 - G-P dock line, 12A - G-P dock line check valve by pass, 12E G-P dock check valve by pass and 12D G-P dock hose valve.

NOTE: By opening additional valve 21A and/or 21B a combination of operations c & d can be obtained.

- e. Transfer from oil storage tank No. 1 to Georgia-Pacific dock via gravity:

- l) Open valves 16A - oil tank No. 1 inlet, 9 - filter by pass, 8 - filter by pass throttle, 12 - G-P dock line, 12A - G-P dock line check valve by pass, 12E G-P dock check valve by pass and 12D G-P dock hose valve.

- f. Transfer from oil storage tank No. 2 to Georgia-Pacific dock via gravity:

- l) Open valves 16B - oil tank No. 2 inlet, 9 - filter by pass, 8 - filter by pass throttle, 12 - G-P dock line, 12 A G-P dock line check valve by pass, 12E G-P dock check valve by pass and 12D G-P dock hose valve.

NOTE: By opening additional valve 16A and/or 16B a combination of operations e & f can be obtained.

- g. Transfer from S.P. pipe line to G-P dock:

- l) Open valves 7 - S.P. pipe line, 11-filter and transfer pump header, 12 G-P dock line, 12A G-P dock line check valve by pass, 12E G-P dock check valve by pass, 12D G-P dock hose valve.

- h. Transfer from railroad unloading site to G-P dock:

- l) Open valves 1A through 1Z which ever applies, 2A & 2D and/or 2B & 2C strainer valves and pump suction, 4 unloading pump discharge, 6 - filter and pump header, 11 filter and pump header, 12 - G-P dock line, 12A - G-P dock line check valve by pass, 12E - G-P dock check valve by pass, 12D - G-P dock hose valve.

i. Transfer from G-P dock to rail siding:

- 1) Open valves 1A through 1Z whichever applies, 5 - unloading pump by pass valve, 6 - filter and pump header, 11 filter and pump header, 12 - G-P dock line, 12A - G-P dock line check valve by pass, 12C and/or 12D G-P dock hose valves.

18. Maintenance and repair:

- a. No maintenance or repair work shall be done while oil is being transferred.

19. Security

- a. Security on a vessel shall be the responsibility of the vessel operator, as required under Section 155.810 which states that, "The owner or operator or person having custody of each tank vessel that contains more oil than the normal clingage and unpumpable bilge or sump residues in any cargo tank shall maintain surveillance of that vessel by a person who is responsible for the security of the vessel and for keeping unauthorized persons off the vessel."
- b. Security of the tank and pump area is maintained by cyclone fence and locked gates and by the presence of a 24 hour security guard.

VI. TRANSFER PROCEDURES

A. Hose Booms:

Two thirty-six foot booms will be located on the G-P dock to handle and support the two 8 inch, 40 foot long, transfer hoses.

B. Connect:

1. The man in charge will supervise all aspects of the connect operation and inspect all couplings to insure that they are firmly secured.
2. The 8 inch hose will be transferred from the dock to the vessel using a dock boom. A line will be used to insure that positive control is maintained over the hose at all times. The vessel end of the hose will be blank flanged prior to being transferred.
3. The blank flange will be removed when the hose is positively controlled by personnel on the vessel and located over the drip pan. The hose will be coupled to the vessel valve using a gasket and a minimum of four bolts. The drip pan will be in place under the coupling.

4. The hose will be adequately supported to prevent undue stress on the valves.

C. Valve Settings:

The valves will be set to transfer oil in one of the operations detailed in paragraph V-17. The man in charge will check and verify that all valves are properly set.

D. Commencing Pumping:

1. All stations will be manned and the communication system operating prior to commencing transfer. Pumping will not be started until directed by the man in charge.
2. Pump pressure will be brought up slowly, allowing sufficient time for leaks to be detected before operating pressure is achieved.

E. Terminating Pumping:

1. The man at Station 1 or 3 will inform the man in charge when the transfer is complete.
2. The man in charge will issue the order to turn off the pump and close all valves prior to disconnecting the hose. The man in charge will insure that the pump is off and all valves are closed.

F. Disconnect:

1. The man in charge will supervise all aspects of the disconnect operation.
2. The hose will be drained into the drip pan on the vessel by loosening the bolts.
3. When the hose is drained, the hose will be disconnected. The drip pan will remain in place under the hose and valve.
4. A blank flange will be securely placed over the vessel end of the hose while the hose is held over the drip pan.
5. The hose will be transferred to the shore using the dock boom. A line will be used to insure positive control over the hose at all times.

G. Hose Storage:

The hose will be stored in such a location that it will not be subject to damage by men or equipment.

H. Changes in Manual:

1. PGE will immediately advise the Captain of the Port in writing of any changes in the information provided in the Letter of Intent and cancel in writing the Letter of Intent for any facility where oil transfer operations are no longer conducted.
2. The Operations Manual will be kept current, and any changes in operating procedure or in assignment of Persons in Charge shall be reported immediately in writing to the Captain of the Port of the Coast Guard.

VII. EMERGENCY PROCEDURES

A. Oil Spill:

1. Valve closures and pump shutdown:

- a. Immediately upon detection of a problem which may involve a possible oil spill, pumps shall be shut down and valves closed both at the pump area and at the oil dock. In many cases, the oil will flow by gravity from the tank to the oil dock, so merely shutting down the pumps would not be an adequate shutdown procedure.

2. PGE personnel to call immediately:

- a. The following shall be notified, in the order listed, when any problem is detected which is beyond the capability of the Person in Charge:

1) W. J. Warner, Assistant General Foreman, Phone: (b) (6) or Mobile phone (b) (6).

2) N. H. Ryberg, General Foreman EM&C, Phone: (b) (7)(A)

3) N. H. Burman, Superintendent EM&C, Phone: (b) (6).

- b. In the event of an oil spill, or any other emergency which has aspects causing serious concern for potential hazards of life or property, the Load Dispatcher shall be notified immediately. He will in turn notify the Vice President in charge of Power Supply and the Vice President in charge of Public Relations. In the event of an incident certain to cause immediate and progressive damage which would be considered an extreme emergency, those persons to be notified by the Load Dispatcher would also include the Vice President of Administration and the Vice President in charge of Engineering.

- c. In the event of an oil spill, the Captain of the Port, U. S. Coast Guard, 6767 N. Basin Ave., Portland, Oregon, phone 221-2994 shall be notified immediately by the Person in Charge and told the extent of the spill and the steps being taken to contain it.
- d. The Person in Charge should call the Willamette Tug and Barge Company's Mr. Keith Roberts, phone 285-9111 for dispatch of cleanup equipment and booms for containment. They have been issued a Blanket Purchase Order for the current year.
- e. Mr. Keith Roberts of Willamette Tug and Barge has the authority to take all steps necessary to clean up any spill that may occur and should they be needed, the Portland General Electric Company has issued a blanket purchase order to the Port of Portland to cover use of their skimmer equipment.
- f. Within 7 days after an oil spill has occurred, the State of Oregon, Department of Environmental Quality must be notified of the extent of the spill, the methods used to contain and cleanup the spill, and in what manner the substance was disposed of.

B. Fire:

- 1. In the event of a fire, the Person in Charge will immediately notify the following personnel:
 - a. Portland Fire Bureau, phone 232-2111 or the Load Dispatcher via radio, who will notify the Fire Department and P.G.E. supervisory personnel.
 - b. P.G.E. supervisory personnel:
 - 1) W. J. Warner, Assistant General Foreman, home phone [REDACTED], mobile phone (b) (6).
 - 2) N.C. Ryberg, General Foreman, phone (b) (6).
 - 3) N. H. Burman, Superintendent of Electrical Maintenance and Construction, phone (b) (6).
 - 4) Load Dispatchers' emergency notification list.
- 2. Fire lines and equipment:
 - a. Six fire hydrants are located at the Harborton Substation around the two large oil tanks. The six hydrants are served from one eight inch fire main connected to the city water system.

- b. A portable foam generator is stored at Harborton. It requires 2 men to operate it and will extinguish and secure 3000 square feet of flammable liquid surface within 60 seconds.

C. Other Procedures:

1. Personal Injury:

- a. Call Load Dispatcher, extension 343, who will in turn call an ambulance or other emergency equipment.
- b. First aid kits are located at Station 3 in the pump area, on the dock, in the Boise Cascade Lunch Room near Station 2 and in the Substation Control House.

2. Damage to equipment:

- a. In the event of damage to equipment requiring assistance, Mr. W. J. Warner, Mr. N. C. Ryberg or Mr. N. H. Burman should be notified.
- b. If Hawthorne Shop assistance is required, Mr. Stan Wright, General Shop Foreman, should be called at (b) (6). The Shop Foreman, Jarvie Weander, phone (b) (6), also may be called for assistance.
- c. Other assistance may be obtained through the Load Dispatcher.

3. Other regulations governing limiting of transfer:

- a. No oil shall be transferred during severe electrical storms, if fire occurs on the facility or anywhere in the vicinity, if a break occurs in the cargo transfer system, or if requested by the Person in Charge of the receiving end of the transfer operation.

VIII. TESTS

A. All tests must be made to meet the requirements of Section 156.170 of Coast Guard Regulations.

- 1. Each nonmetallic transfer hose that is larger than 3-inches inside diameter must be inspected and tested annually. Data for each hose shall be maintained in accordance with Section 154.500.
- 2. Each pressure gage must be tested annually to determine that it is within 10% of the actual pressure.

3. Each loading arm and each oil transfer piping system, including each metallic hose, must not leak under static liquid pressure at least as great as the pressure of the relief valve setting plus any static pressure on the system.
4. Each item of remote operating or indicating equipment, such as remotely operated valve, tank level or arm, or emergency shutdown device, must perform its intended function.
5. No person may use any hose in underwater service for oil transfer operations unless the operator of the vessel or facility has tested and inspected it biennially as required by other portions of the regulation.
6. Dates and results of all tests shall be recorded and made available to the Captain of the Port on request.

IX. EFFECTIVE DATES

- A. Date of initial operation of this facility was about March 1, 1974.

PORTLAND GENERAL ELECTRIC COMPANY

HARBORTON OIL TRANSFER FACILITY

Operating, Emergency Personnel and Agency Information

Description of Facility: Harborton oil storage and oil transfer facility.

Location: South bank of Willamette River at Multnomah Channel entrance.

Address: NW Marina Way, Portland, Oregon.

Telephone: 228-7181, Ext. 575/576 or 286-4904.

Portland General Electric Company: 228-7181.

1. Persons in charge - oil transfer

- a. J. E. "Gene" Miller, (b) (6), Milwaukie, Ore., 97222, (b) (6) *
- b. Kenneth R. Hass, (b) (6), Milwaukie, Oregon 97222, (b) (6)
- c. Art Carlson, (b) (6), Portland, Oregon 97217.

2. Other supervisory personnel

- a. Wilber J. Warner, Assistant General Foreman, (b) (6), Oregon City, Oregon 97223, phone (b) (6), mobile phone (b) (6).
- b. Norman C. Ryberg, General Foreman, (b) (6), Beaverton, Oregon 97005, phone (b) (6)
- c. Nile H. Burman, Superintendent of Electrical Maintenance & Construction, (b) (6), Portland, Oregon 97217, phone (b) (6)

Captain of the Port, U. S. Coast Guard, 6767 N Basin Ave., Portland, Oregon, phone 221-2994.

Port of Portland (Pollution Cleanup Vessel)

Swan Island Ship Repair Yard, Mr. Carl Propp, Superintendent, 233-8331.

Willamette Tug and Barge Co. (Booms and clean up equipment)

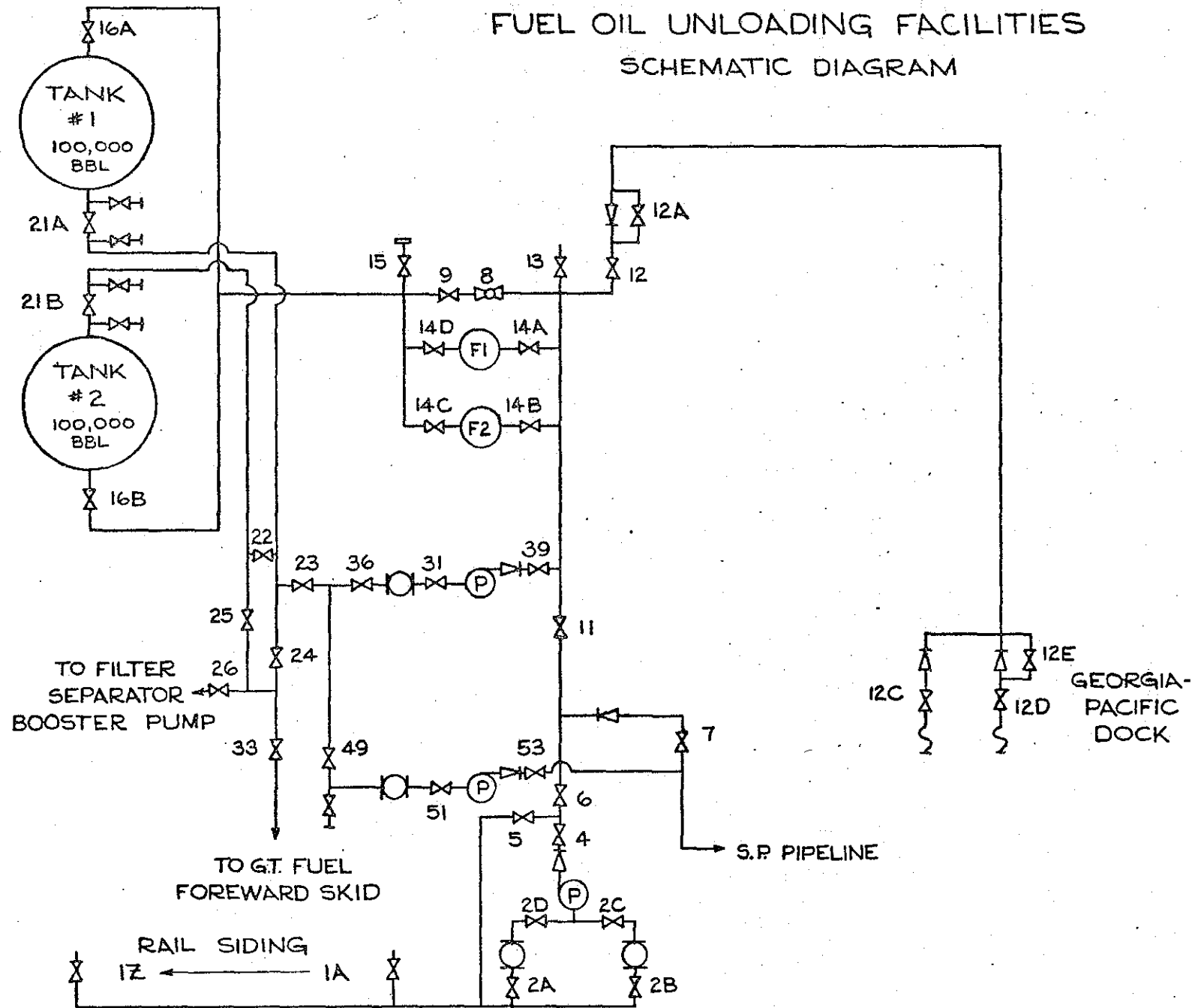
Ft. of N. Portsmouth St., Portland, Oregon, Mr. Keith Roberts, 285-9111.

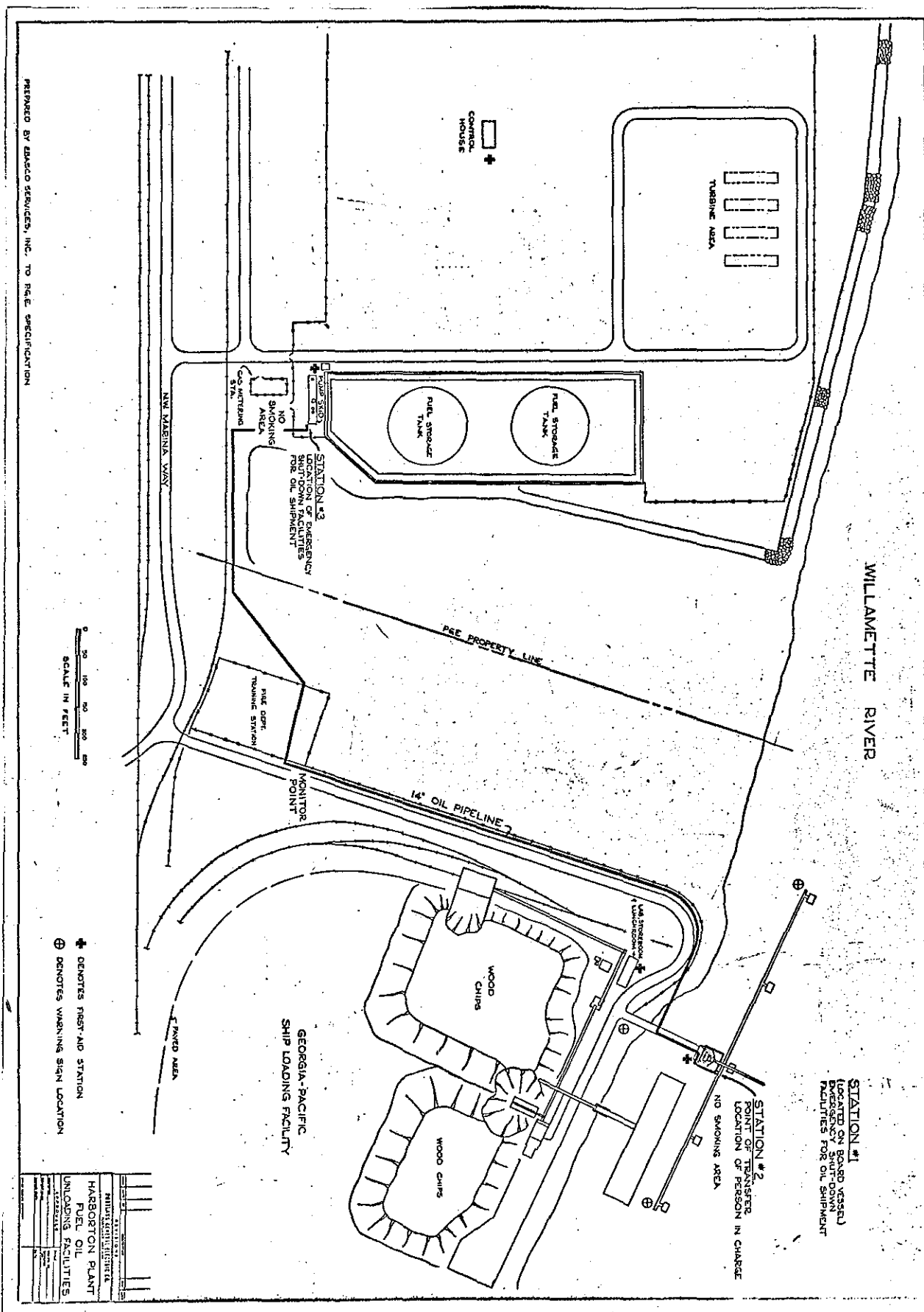
State of Oregon, Dept. of Environmental Quality

1234 SW Morrison, Portland, Oregon, 229-5696.

Fire Department - City of Portland, 55 SW Ash St., Portland, Oregon, phone 232-2111.

HARBORTON PLANT FUEL OIL UNLOADING FACILITIES SCHEMATIC DIAGRAM





JUN 28 1974 OK 423.1

PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING

PORTLAND, OREGON 97205

A.J. PORTER
SENIOR VICE PRESIDENT

June 27, 1974



Mr. Keith C. Roberts
Oil Spill Cleanup Manager
Willamette Tug & Barge Co.
Foot of N. Portsmouth Avenue
Portland, Oregon 97203

Dear Mr. Roberts,

Enclosed is a copy of the subscription contract for Oil Containment Services which has been accepted by Portland General Electric Company. Our check in the amount of \$5,000 in payment of the annual subscription fee is also included.

In accordance with your letter of June 21, we are attaching as an amendment to our copy of the contract the schedule of oil spill cleanup rates dated July 1, 1974 which will be applicable during the first contract year.

Sincerely



AJP/ms

cc R. L. Welch
N. H. Burman

SUBSCRIPTION CONTRACT TO PROVIDE
OIL CONTAINMENT SERVICES

THIS AGREEMENT, between WILLAMETTE-WESTERN CORPORATION (herein called
"Contractor") and

PORTLAND GENERAL ELECTRIC CO.

Portland, Oregon

(herein called "Owner")

W I T N E S S E T H

The United States Coast Guard has promulgated regulations relating to pollution prevention by vessels and oil transfer facilities. Under such regulations, such facilities are required to provide immediate containment capabilities for pollution control.

The Captain of the Port in the Portland, Oregon, area has, at the present time, established that the immediate containment requirements for the Portland area are that each facility must have 400 feet of boom, a suitable boat to deploy the boom, and the necessary personnel in a ready state of training available to effect immediate containment of any spill that should occur. The phrase "immediate containment" has been defined by the Captain of the Port as being within 60 minutes from the time the spill occurs; i.e., containment action must be initiated within 60 minutes, it not being necessary that full containment be achieved within the 60 minute period as the magnitude of the spill necessarily dictates the amount of time required to contain it.

Recognizing that compliance by each individual facility in the Portland area would require each such facility to provide essentially duplicate facilities and personnel with a correspondingly heavy financial cost, Contractor has developed a program whereby, on a subscription basis, it will provide the immediate containment requirements for those facilities which wish to avail themselves of Contractor's services and thereby achieve compliance at the lowest economic cost.

Therefore, in consideration of the premises and the foregoing preamble, the parties to this Agreement covenant and agree as follows:

(1) Contractor will provide a high speed oil spill containment boom deployment vessel capable of carrying up to 800 feet of boom and capable of traveling at speeds of up to 40 miles per hour. It will further employ and maintain two workmen skilled in containment practices and procedures at its Portland moorage 12 hours per day, 365 days per year, in a standby condition of readiness to depart from its moorage within 15 minutes. The boat will be promptly dispatched within the time frame specified herein. The 12-hour period is established during daylight hours on the basis of data demonstrating

JUN 24 1974



WILLAMETTE TUG & BARGE CO.
Division of WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503-285-9111 • Cable Address: WILDWEST

June 21, 1974

Mr. A. J. Porter
Senior Vice President
Portland General Electric Co.
Electric Building
Portland, Oregon 97205

Dear Mr. Porter:

Please accept this letter as an amendment to our subscription contract to provide oil containment services during the period 1 July 1974 through 30 June 1975. Attached is a copy of the current schedule of Oil Spill Cleanup Rates dated 1 July 1974. The attached rates shall apply to any oil spill cleanup activities undertaken under this contract and shall apply through the period 1 July 1974 through 30 June 1975. These shall be the rates to which the 20% discount is applied.

Although this contract is primarily for the providing of oil spill containment services to the Portland General Electric Co. facilities referred to as Station L and Harborton sites, the contractor agrees to undertake oil spill cleanup activities at any Portland General Electric Co. facility regardless of its location; and, in performing these services, shall apply the 20% discounted rate to any charges incurred.

Sincerely,

WILLAMETTE TUG & BARGE CO.

Keith C. Roberts
Oil Spill Cleanup Manager

KCR:zd
Enclosure

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.

WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Pilediving • Intakes and Outfalls • Land and Water Substructures
Ready-mix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

OIL SPILL CLEANUP RATES

1 July 1974

Barge "WILLAMETTE RESPONDER") Includes routine	\$125.00/day
) consumables, i.e., rags,	
Mobile Responder) plastic bags, etc, and	125.00/day
) all hand tools	

Containment Boom

First day	\$ 1.50/foot
Each additional day	.50/foot

Tug Service - includes crew of two per current P.I.T.B. Tariff 30 A

The hourly boat rates start at time and place of departure of boat to work and continue until boat returns to the approximate point of departure, unless boat leaves to engage in other work.

Barge Charges (Flatdeck)	Applicable P.I.T.B. Tariff
--------------------------	----------------------------

Barge (Oil Carrier, 5000 BBL)	Applicable P.I.T.B. Tariff
-------------------------------	----------------------------

Cleaning of barge to restore to normal service will be at the customer's expense.

Small boat with outboard (Without Operator)	\$ 50.00/day
---	--------------

Floating portable Skimmers (Operating Time)	\$ 25.00/hour
---	---------------

* Sorbant Materials Expended @ Cost Plus

* Subcontractors' services and rented equipment @ Cost Plus

Portable Generators (3 KW)	\$ 30.00/day
----------------------------	--------------

Pumps up to 3" with hoses	\$ 30.00/day
---------------------------	--------------

High Speed Boom Deployment Boat - "WILLAMETTE STREAKER"	\$ 55.00/hour
---	---------------

Cluster Lights (Portable)	\$ 5.00/day
---------------------------	-------------

Oil Spill Cleanup Rates (Continued)
1 July 1974

Project Superintendent	(No overtime charge)	\$ 25.00/hour
Pollution Control Foreman	(No overtime charge)	\$ 17.50/hour

	<u>Straight Time</u>	<u>Over Time</u>
Pollution Control, Vessel and Equipment Operator	\$13.75	\$16.00
Pollution Control Worker	11.00	15.00

Straight Time applies between the hours of
6:00 a.m. and 6:00 p.m., Monday through Friday.

Overtime applies between 6:00 p.m. and 6:00 a.m.,
Monday through Friday, Saturday, Sunday, and all
Holidays.

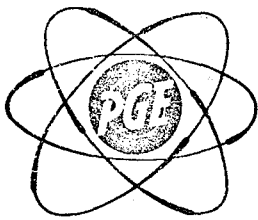
Material Disposal	(2 cubic yard minimum)	\$ 10.00/cu yd
Oil Disposal		.07/gal

* A 15% overhead and insurance, and 10% profit will be added to all materials, subcontractors' services, and rented equipment.

Equipment, materials, and services not listed above will be charged at prevailing rates of the industry plus 15% overhead and insurance, and 10% profit.

Food and lodging when required at cost plus 15% overhead.

Cleanup and repair of all equipment used shall be charged to the customer on a time and materials basis.



PORTLAND GENERAL ELECTRIC COMPANY

ELECTRIC BUILDING

621 S.W. ALDER STREET

PORTLAND, OREGON 97205

1/10/73 C: O. R. Curtis
D. R. Miller

JAN 9 1973
CONSTRUCTION COORDINATING DEPT.
FILE REFERENCE NO. 440-72-3

January 8, 1973

Bonneville Power Administration
Portland Area Office
P. O. Box 3621
Portland, Oregon 97208

Attn: Mr. Max L. McMillin
Head, Title Section
Branch of Land

Dear Mr. McMillin:

Thank you for the permit to extend our railroad spur track across your property under the St. Johns-Salem and Vancouver-Eugene lines in Section 34, Township 2 North, Range 1 West, Willamette Meridian.

I have signed both copies of the permit for Portland General Electric Company and have enclosed your copy. Also enclosed is a sketch showing the alignment of the proposed track. I will also send you a drawing showing the exact location when built.

I am working with Chief Brink of the Portland Fire Bureau regarding the relocation of the fence and any other adjustments of his facilities on your property that he may want.

Yours truly,

R. W. Sharp
Permit Section Supervisor

RWS/nh
Enclosures

OLYMPIC PIPE LINE COMPANY

P. O. BOX 236, RENTON, WASHINGTON 98055

February 2, 1973

Distribution		Date	Initial
Construction Superintendent			
Accountant			
Mechanical Engineer			
Electrical Engineer			

SYSTEM CONTRACT CONSTRUCTION BRANCH
FILE REFERENCE NO. 440-73-6
w/eq. 63-826

Portland General Electric Co.
621 Southwest Alder Street
Portland, Oregon 97205

Attention: Mr. Roger W. Sharp

260 - CROSSINGS - SPUR TRACK
CROSSING, PGE - HARBORTON
GENERATOR STATION

Olympic Pipe Line Company agrees to Portland General Electric Company plans for constructing a spur track, serving it's Harborton Generating Station, across Olympic's existing 14" O.D. pipe mainline and easements at the location shown on your sketches forwarded us January 15, 1973.


Confirming items previously discussed are as follows:

1. Construction of the spur track at the location shown will not restrict Olympic's existing easement provisions regarding access, operating and maintenance rights.
2. It will be required to case the track crossing of Olympic's existing 14" O.D. pipe mainline. Attached is Olympic's drawing F-747, showing the spur track location across the easements, and a profile section of the casing to be installed. Olympic will furnish supervision, material and local approved term contract labor and equipment for the casing installation. If the existing ditch spoil is not suitable to attain required backfill compaction, it is our understanding a suitable granular material will be made available from your Harborton site.
3. The cost estimate for the casing installation, including Olympic supervision, material, contract labor and equipment, plus Olympic's overhead expense (16.87%) is \$50.00 per foot, or \$1,250.00 total.

Portland General Electric Company shall reimburse Olympic only for the actual costs incurred for the casing installation within 30 days after receipt from Olympic of proper detailed invoice.

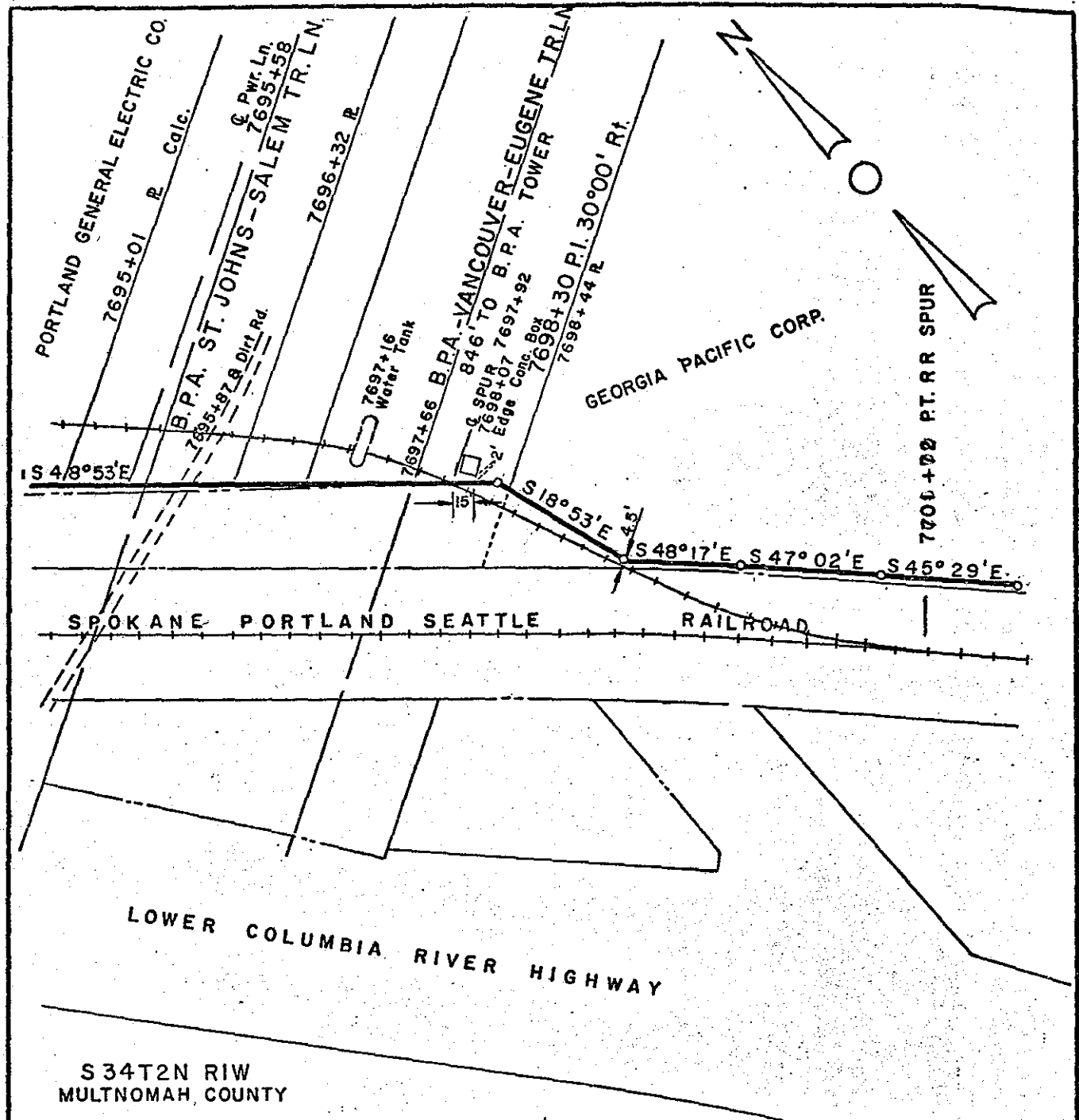
Upon acceptance of this letter agreement by Portland General Electric Company, Olympic will be prepared to install the cased section within one week of notice. Contact J. L. Bornholdt, Supervisor of Maintenance, or D. M. Smith, Construction Foreman, at this office to advise of your construction schedule.

Very truly yours,

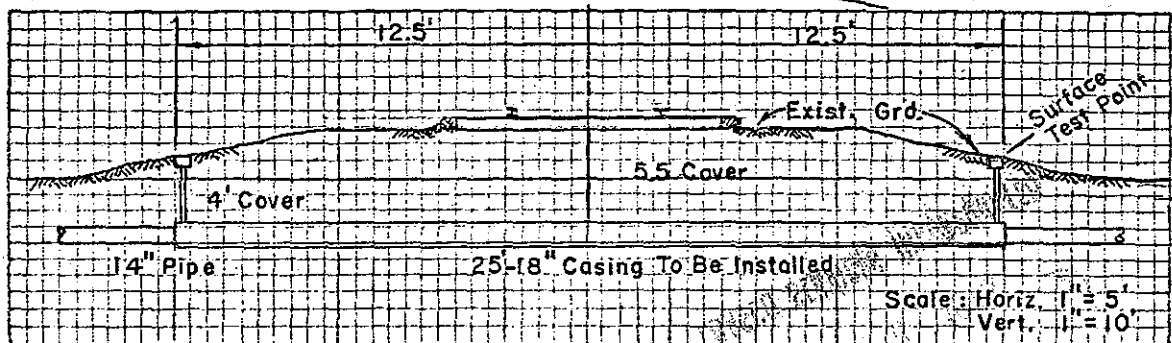

F. L. Johns
Manager

JLBornholdt/bl
Enclosures

Copy to
Welch
2 5-72
R



S 34T2N RIW
MULTNOMAH COUNTY



N. B. No. _____ pp. _____ County, State of _____

				DESIGN ENGR.	SPUR TRACT CROSSING FOR PORTLAND GENERAL ELECTRIC HARBORTON GENERATING STATION
				DRAWN A. VALDEZ	
				CHECKED	
				APPROVED DATE	
					OLYMPIC PIPE LINE COMPANY SEATTLE, WASHINGTON

CONTRACT FOR PERFORMANCE OF WORK

CONTRACT NO. 440-73-2

Dale Pence General Contractor Inc. hereinafter called the Contractor and PORTLAND GENERAL ELECTRIC COMPANY, an Oregon corporation, hereinafter called the Owner, agree as follows: The Contractor agrees to: Furnish all supervision, labor, materials, equipment, tools, services and transportation to modify the Portland Fire Department's Training Area. Including but not limited to, relocating water tank, propane tank, burning pit and associated piping.

Contractor is an independent contractor, and all persons employed by Contractor in connection herewith shall be his employees and not employees of Owner in any respect whatever. Contractor hereby represents that he is an "Employer" under the definition of such terms contained in Federal and/or Oregon State laws with respect to Old Age Benefits and Unemployment Compensation Insurance, and that he is paying all taxes and contributions imposed by law, either Federal or State, upon the wages of all persons employed by him and will pay such taxes and contribution on the wages of all persons who will be employed by him to perform any work and services under this Contract.

Any drawings, pages or specifications annexed hereto or referred to herein shall be deemed a part of the Contract.

Contractor shall commence performance hereunder within 1 calendar days after notice by the Owner to proceed, and shall complete all work hereunder within 30 calendar days.

Contractor shall hold and save harmless, Company, its officers, agents and employees, of and from any and all claims for damages on account of bodily injury or death, suffered by anyone whomsoever, or property damage, arising or growing out of the operations of the Contractor in the performance of this agreement, except for those damages, including bodily injury or death or property damage, caused by or arising out of the sole negligence of Company, its officers, agents, and employees. It is intended by this provision to save harmless the Company from any and all claims made by employees of Contractor arising out of industrial accidents, except for those damages including bodily injury or death or property damage caused by or arising out of the sole negligence of Company, its officers, agents, and employees. The Contractor also agrees to indemnify, save and hold harmless Company from any and all liens, claims, or damages of any kind or nature, resulting from this agreement, upon, against, or to any property owned by Company.

The performance of this indemnification shall be assured by Contractor taking out, paying the premiums on, and at all times during the life of this Contract, keeping in force adequate policies of liability insurance. Insurance coverages shall be as shown on Form IN-5, attached hereto and by this reference made a part hereof.

Owner may withhold from the final payment due Contractor hereunder such amounts as, in Owner's opinion, are reasonably necessary to provide security against all loss, damage, expense and liability covered by the foregoing indemnity provision (except those resulting from injury to or death of person).

Owner may retain from any payments due hereunder sufficient funds to discharge any delinquent accounts of Contractor for which liens on Owner's property have been or can be filed, and Owner may at any time pay therefrom, for Contractor's account, such amounts as are admittedly due thereon.

All workmanship and materials shall be first-class in every respect and subject to the approval of Owner's representative in charge. Neither acceptance of the work by Owner nor payment therefor shall relieve Contractor from liability under the indemnity or any of the guarantees contained in or implied by this Contract.

Contractor shall plan and conduct the work to safeguard adequately all persons and property from injury. Contractor shall direct the performance of the work in compliance with reasonable safety regulations and work practices and with all applicable Federal, State and local laws, rules and regulations. Owner may require Contractor to observe reasonable safety precautions in addition to those in use or proposed by Contractor. Neither the giving of such special instructions by Owner nor the adherence thereto by Contractor shall relieve Contractor of his sole responsibility to maintain safe and efficient working conditions.

If for any reason the Owner desires to terminate this Contract, he shall have the right to do so by written notice to the Contractor. In this event, all work accomplished prior to termination shall, on request, be turned over to the Owner. The Contractor shall be compensated for all work done up to the date of termination.

Contractor shall pay or cause to be paid to its employees on the work a wage not less than the minimum scale of wage rates established through the local chapter of the Associated General Contractors; and for employees in trades or work not covered by such scale, such as plumbers, electricians, and boilermakers, wages not less than minimum scale of union wages for such work in the area or, if a wage or wages for any work cannot be determined from such scale, then the prevailing wage determined to be paid for the same or similar work elsewhere in the area, all as in effect during the work under this contract.

As full consideration for the performance hereof, the Owner shall pay Contractor the following sum, which shall be inclusive of all taxes incurred in the performance hereof:
Labor at the rates established by the Associated General Contractors or the prevailing rate for employees not covered plus applicable taxes, insurance and fringe benefits, to this sum will be added 23% to cover overhead and profit. Equipment will be billed at the rates established by the Oregon State Highway Division plus 15% to cover overhead and profit. Material will be billed at cost plus 20% to cover overhead and profit. Subcontract work will be billed at cost plus 10%.

When extra services are requested by the Owner they will, unless otherwise herein provided, be paid for at a lump sum or unit price agreed upon by the Contractor and Owner and stated in a written order from the Owner. Whenever, in the judgment of the Owner it is impracticable, because of the nature of the work or because of any other condition to fix the price in advance, the Contractor shall, when ordered in writing, proceed with performance and keep accurate accounts of all labor, material and equipment furnished on such extra work. Upon completion of the work the Owner will make an equitable adjustment in the Contract price on the basis of actual necessary cost as determined by the Owner plus _____ percentum to cover Contractor's overhead costs and profit, except that the costs of equipment, labor houses and premium payments made to labor on premium time, while reimbursable to the Contractor at cost, shall not be included in the direct costs used for calculating the allowance for overhead costs and profit. Such actual necessary cost will include all expenditures for material, labor (including payroll taxes and insurance plus payroll adjustments for vacation, sick leave, retirement, etc.), and supplies furnished by the Contractor, and a reasonable allowance for the use of his plant and equipment where required, but will in no case include any direct payment for company officers, superintendence, overhead costs, or profit.

Payments to Contractor hereunder shall be made as follows:

Payment will be made in full upon satisfactory completion of all work hereunder and acceptance thereof by owner provided contractor has submitted satisfactory evidence of payment by him of all indebtedness pertaining thereto.

IN WITNESS WHEREOF the Parties hereto have executed this Contract this 2nd day of February, 1973.

PORTLAND GENERAL ELECTRIC COMPANY

By Joseph L. Miller
Title Vice President

CONTRACTOR : Dale Pence General Contractor Inc.
P.O. Box 3016
Salem, Oregon 97302

APPROVED AS TO FORM:
PHILLIPS, COUGHLIN, FUELL, STOLOFF & BLACK

By [Signature]
Title

By Dale Pence
Title President

Form # 255 (IN-5)

INSURANCE REQUIREMENTS
CONSTITUTING PART OF
CONTRACT NO. 440-73-2

DATED January 29, 1973

Without limiting any of the other obligations or liabilities of the Contractor, the Contractor shall provide and maintain, until the work is completed and accepted by the Owner, minimum insurance coverages as follows:

TYPE OF COVERAGE

LIMITS

Workmen's Compensation and Employers' Liability,
including coverage under United States Longshoremen's
and Harbor Workers' Act where applicable

Statutory

Public Liability

\$ 100,000 \$ 100,000
Each Person Each Accident

Property Damage including coverage for damage caused
by blasting, collapse or structural injury, and/or
damage to underground utilities

\$ 100,000 \$ 100,000
Each Accident Aggregate

Contractors' Protective Public Liability

\$ 100,000 \$ 100,000
Each Person Each Accident

Contractors' Protective Property Damage

\$ 100,000 \$ 100,000
Each Accident Aggregate

Contractual Public Liability in accordance with
agreement(s) between Owner and Contractor

\$ 100,000 \$ 100,000
Each Person Each Accident

Contractual Property Damage in accordance with
agreement(s) between Owner and Contractor

\$ 100,000 \$ 100,000
Each Accident Aggregate

Automobile Public Liability covering all automobiles,
trucks, tractors, trailers, motorcycles, or other
automotive equipment whether owned or rented by the
Contractor or owned by employees of the Contractor

\$ 100,000 \$ 100,000
Each Person Each Accident

Automobile Property Damage covering all automobiles,
trucks, tractors, trailers, motorcycles, or other
automotive equipment whether owned or rented by the
Contractor or owned by employees of the Contractor

\$ 100,000
Each Accident

The Contractor shall deliver to Mr. Estes Snedecor, Jr., Vice President, Portland General Electric Company, 621 S. W. Alder Street, Portland, Oregon 97205, before commencing work under this contract, three (3) copies of Certificate of Insurance Form IN-6 completed by his insurance carrier or agent certifying that minimum insurance coverages as required above are in effect and will not be cancelled or changed until ten days after written notice is given to Portland General Electric Company.

CERTIFICATE OF INSURANCE

This is to certify that the _____ Insurance Company of _____ has issued policies of insurance, as described below and identified by a policy number, to the insured named below and to certify that such policies are in full force and effect at this time. It is agreed that none of these policies will be cancelled or changed so as to affect this Certificate until ten (10) days after written notice of such cancellation or change has been delivered to the Insurance Department, Portland General Electric Company, 621 S. W. Alder Street, Portland, Oregon 97205, Attention: Mr. Estes Snedecor, Jr., Vice President.

1. Insured _____
2. Address _____
3. Status of Insured: Corporation _____ Partnership _____ Individual _____
4. Location of Operations Insured _____
5. Description of Work _____

INSURANCE POLICIES IN FORCE		
Form of Coverage	Policy Number	Expiration Date
*Workmen's Compensation		
**Manufacturers' or Contractors' Liability		
Owners' or Contractors' Protective Liability		
***Contractual Liability (Liability Assumed by Insured)		
Automobile Liability		

Policy includes coverage for:	Yes	No
*Liability under the United States Longshoremen's and Harbor Workers' Compensation Act.	_____	_____
**Damage caused by blasting, collapse or structural injury, or damage to underground utilities.	_____	_____
***Liability assumed in construction agreements and other types of contracts or agreements in effect in connection with the insured operations.	_____	_____
All owned, hired, or non-owned automotive equipment used in connection with the insured operations.	_____	_____

LIMITS OF LIABILITY			
Form of Coverage	Bodily Injury		Property Damage
Workmen's Compensation	Statutory		xxxxxx
Liability other than Automobile	\$	Each Person	\$ Each Accident
	\$	Each Accident	\$ Aggregate
Liability Automobile	\$	Each Person	
	\$	Each Accident	\$ Each Accident

The Insurance Company hereby agrees to deliver, within ten (10) days, two (2) copies of the above policies to the Insurance Department, Portland General Electric Company, 621 S. W. Alder Street, Portland, Oregon 97205, when so requested.

Date _____

Insurance Company

Issued at _____

Authorized Representative

saif

State Accident Insurance Fund
Labor & Industries Building
Salem, Oregon 97310

Certificate of Coverage

DWM 199362

This certifies that DALE PENCE GENERAL CONTRACTOR, INC.

*is complying with the provisions of the Workmen's Compensation
Law of Oregon to provide the payment of compensation to his employees,
by insuring with the State Accident Insurance Fund.*

*The coverage provided will continue until canceled. If the coverage
is canceled, you will be notified.*

Very truly yours,

Walter A. Ewert

Walter A. Ewert, Director

Policyholder Services Division

CONTRACT FOR PERFORMANCE OF WORK

CONTRACT NO. 440-73-2

Dale Pence General Contractor Inc.
GENERAL ELECTRIC COMPANY, an Oregon corporation, hereinafter called the Owner, agree as follows: The Contractor and PORTLAND
Furnish all supervision, labor, materials, equipment, tools, services and transportation
to modify the Portland Fire Department's Training Area. Including but not limited to,
relocating water tank, propane tank, burning pit and associated piping.

Contractor is an independent contractor, and all persons employed by Contractor in connection herewith shall be his employees and not employees of Owner in any respect whatever. Contractor hereby represents that he is an "Employer" under the definition of such terms contained in Federal and/or Oregon State laws with respect to Old Age Benefits and Unemployment Compensation Insurance, and that he is paying all taxes and contributions imposed by law, either Federal or State, upon the wages of all persons employed by him and will pay such taxes and contribution on the wages of all persons who will be employed by him to perform any work and services under this Contract.

Any drawings, pages or specifications annexed hereto or referred to herein shall be deemed a part of the Contract.

Contractor shall commence performance hereunder within 1 calendar days after notice by the Owner to proceed, and shall complete all work hereunder within 30 calendar days.

Contractor shall hold and save harmless, Company, its officers, agents and employees, of and from any and all claims for damages on account of bodily injury or death, suffered by anyone whomsoever, or property damage, arising or growing out of the operations of the Contractor in the performance of this agreement, except for those damages, including bodily injury or death or property damage, caused by or arising out of the sole negligence of Company, its officers, agents, and employees. It is intended by this provision to save harmless the Company from any and all claims made by employees of Contractor arising out of industrial accidents, except for those damages including bodily injury or death or property damage caused by or arising out of the sole negligence of Company, its officers, agents, and employees. The Contractor also agrees to indemnify, save and hold harmless Company from any and all liens, claims, or damages of any kind or nature, resulting from this agreement, upon, against, or to any property owned by Company.

The performance of this indemnification shall be assured by Contractor taking out, paying the premiums on, and at all times during the life of this Contract, keeping in force adequate policies of liability insurance. Insurance coverages shall be as shown on Form IN-5, attached hereto and by this reference made a part hereof.

Owner may withhold from the final payment due Contractor hereunder such amounts as, in Owner's opinion, are reasonably necessary to provide security against all loss, damage, expense and liability covered by the foregoing indemnity provision (except those resulting from injury to or death of person).

Owner may retain from any payments due hereunder sufficient funds to discharge any delinquent accounts of Contractor for which liens on Owner's property have been or can be filed, and Owner may at any time pay therefrom, for Contractor's account, such amounts as are admittedly due thereon.

All workmanship and materials shall be first-class in every respect and subject to the approval of Owner's representative in charge. Neither acceptance of the work by Owner nor payment therefor shall relieve Contractor from liability under the indemnity or any of the guarantees contained in or implied by this Contract.

Contractor shall plan and conduct the work to safeguard adequately all persons and property from injury. Contractor shall direct the performance of the work in compliance with reasonable safety regulations and work practices and with all applicable Federal, State and local laws, rules and regulations. Owner may require Contractor to observe reasonable safety precautions in addition to those in use or proposed by Contractor. Neither the giving of such special instructions by Owner nor the adherence thereto by Contractor shall relieve Contractor of his sole responsibility to maintain safe and efficient working conditions.

If for any reason the Owner desires to terminate this Contract, he shall have the right to do so by written notice to the Contractor. In this event, all work accomplished prior to termination shall, on request, be turned over to the Owner. The Contractor shall be compensated for all work done up to the date of termination.

Contractor shall pay or cause to be paid to its employees on the work a wage not less than the minimum scale of wage rates established through the local chapter of the Associated General Contractors; and for employees in trades or work not covered by such scale, such as plumbers, electricians, and boilermakers, wages not less than minimum scale of union wages for such work in the area or, if a wage or wages for any work cannot be determined from such scale, then the prevailing wage determined to be paid for the same or similar work elsewhere in the area, all as in effect during the work under this contract.

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IN WITNESS WHEREOF the Parties hereto have executed this Contract this 2nd day of February, 1973

PORTLAND GENERAL ELECTRIC COMPANY

By Joseph L. McEllen
Title Vice President

CONTRACTOR: Dale Pence General Contractor Inc.

P.O. Box 3016
Salem, Oregon 97302

APPROVED AS TO FORM:

PHILLIPS, COUGHLIN, BELL, STOLOFF & BLACK

By Wanda Postings

By Dale Pence
Title President

Form # 255 (IN-5)

INSURANCE REQUIREMENTS
CONSTITUTING PART OF
CONTRACT NO. 440-73-2

DATED January 29, 1973

Without limiting any of the other obligations or liabilities of the Contractor, the Contractor shall provide and maintain, until the work is completed and accepted by the Owner, minimum insurance coverages as follows:

TYPE OF COVERAGE

LIMITS

Workmen's Compensation and Employers' Liability,
including coverage under United States Longshoremen's
and Harbor Workers' Act where applicable

Statutory

Public Liability

\$ 100,000 \$ 100,000
Each Person Each Accident

Property Damage including coverage for damage caused
by blasting, collapse or structural injury, and/or
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\$ 100,000 \$ 100,000
Each Accident Aggregate

Contractors' Protective Public Liability

\$ 100,000 \$ 100,000
Each Person Each Accident

Contractors' Protective Property Damage

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Each Accident Aggregate

Contractual Public Liability in accordance with
agreement(s) between Owner and Contractor

\$ 100,000 \$ 100,000
Each Person Each Accident

Contractual Property Damage in accordance with
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Each Accident Aggregate

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automotive equipment whether owned or rented by the
Contractor or owned by employees of the Contractor

\$ 100,000 \$ 100,000
Each Person Each Accident

Automobile Property Damage covering all automobiles,
trucks, tractors, trailers, motorcycles, or other
automotive equipment whether owned or rented by the
Contractor or owned by employees of the Contractor

\$ 100,000
Each Accident

The Contractor shall deliver to Mr. Estes Snedecor, Jr., Vice President, Portland General Electric Company, 621 S. W. Alder Street, Portland, Oregon 97205, before commencing work under this contract, three (3) copies of Certificate of Insurance Form IN-6 completed by his insurance carrier or agent certifying that minimum insurance coverages as required above are in effect and will not be cancelled or changed until ten days after written notice is given to Portland General Electric Company.

CERTIFICATE OF INSURANCE

This is to certify that the _____ Insurance Company of _____ has issued policies of insurance, as described below and identified by a policy number, to the insured named below and to certify that such policies are in full force and effect at this time. It is agreed that none of these policies will be cancelled or changed so as to affect this Certificate until ten (10) days after written notice of such cancellation or change has been delivered to the Insurance Department, Portland General Electric Company, 621 S. W. Alder Street, Portland, Oregon 97205, Attention: Mr. Estes Snedecor, Jr., Vice President.

1. Insured _____
2. Address _____
3. Status of Insured: Corporation _____ Partnership _____ Individual _____
4. Location of Operations Insured _____
5. Description of Work _____

INSURANCE POLICIES IN FORCE		
Form of Coverage	Policy Number	Expiration Date
*Workmen's Compensation		
**Manufacturers' or Contractors' Liability		
Owners' or Contractors' Protective Liability		
***Contractual Liability (Liability Assumed by Insured)		
+Automobile Liability		

Policy includes coverage for:	Yes	No
*Liability under the United States Longshoremen's and Harbor Workers' Compensation Act.	_____	_____
**Damage caused by blasting, collapse or structural injury, or damage to underground utilities.	_____	_____
***Liability assumed in construction agreements and other types of contracts or agreements in effect in connection with the insured operations.	_____	_____
+All owned, hired, or non-owned automotive equipment used in connection with the insured operations.	_____	_____

LIMITS OF LIABILITY				
Form of Coverage	Bodily Injury		Property Damage	
Workmen's Compensation	Statutory		xxxxxx	
Liability other than Automobile	\$	Each Person	\$	Each Accident
	\$	Each Accident	\$	Aggregate
Liability Automobile	\$	Each Person		
	\$	Each Accident	\$	Each Accident

The Insurance Company hereby agrees to deliver, within ten (10) days, two (2) copies of the above policies to the Insurance Department, Portland General Electric Company, 621 S. W. Alder Street, Portland, Oregon 97205, when so requested.

Date _____

Insurance Company

Issued at _____

Authorized Representative

SAIF

State Accident Insurance Fund
Labor & Industries Building
Salem, Oregon 97310

Certificate of Coverage

DWM 199362

This certifies that DALE PENCE GENERAL CONTRACTOR, INC.

is complying with the provisions of the Workmen's Compensation Law of Oregon to provide the payment of compensation to his employees, by insuring with the State Accident Insurance Fund.

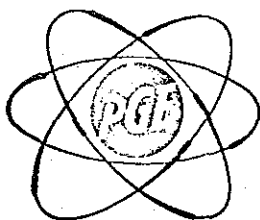
The coverage provided will continue until canceled. If the coverage is canceled, you will be notified.

Very truly yours,

Wilbur A. Ewert

Wilbur A. Ewert, Director

Policyholder Services Division



PORTLAND GENERAL ELECTRIC COMPANY

FEB 16 1973
SYSTEM CONTRACT CONSTRUCTION BRANCH
FILE REFERENCE 440-73-6

ELECTRIC BUILDING
621 S.W. ALDER STREET
PORTLAND, OREGON 97205

February 16, 1973

Mr. John L. Bornholdt
Olympic Pipeline Company
P. O. Box 236
Renton, Washington 98055

Dear Mr. Bornholdt:

Thank you for your cooperation with the spur track to our Harborton Substation.

This letter is your authorization to install the protection casing as outlined in your February 2, 1973 letter and Portland General Electric Company will reimburse you for your costs incurred.

The existing fence over your pipe will be removed by February 21, 1973 and I would appreciate your starting work as soon after that as convenient.

Mr. George Kohler, the onsite engineer, and I will provide any additional information you may need.

Yours truly,

R. W. Sharp
Permit Section Supervisor

RWS/nh

bc: D. R. Miller
R. L. Welch